



June 2023

Issue No. 376

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

VINTAGE METAL

www.vscwa.com.au

HISTORIC ALBANY TROPHY PRESENTED TO MEETING

PLUS

Rally of the Heartland
Classic Car Show
Grand Prix Centenarians
Albany Preview
All the Regular Columns



**June General Meeting – Monday June 12.
VSCC of WA Caversham Clubrooms
6.30 for 7.00 pm**

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COVER: Bel Laing tells the members at the May 2023 general meeting the story of her great grandfather Peter Connor and the trophy he won at Albany in 1936. Mark Duder unsuccessfully tries to hide behind the trophy.

Advertise in *Vintage Metal*

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

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

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

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

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

For all commercial advertising contact David Moir

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

FROM THE PRESIDENT



We Need Officials

The four major competition events that we run each year rely on two things to make them work: competitors and officials. We generally are not short of eager competitors, although this year's Northam event was about 20 or so short of ideal, but we are always struggling to find the right number of people to take on the important officials' roles.

You would be aware that we have spoken about this quite a bit in recent times in this magazine and at club meetings. We're now taking more positive action to enlist support so our events can keep happening.

Our Competition Secretary, Mark Duder will soon be writing to competitors asking them to nominate one event in the next two years at which they will help out as a flag marshal. We need 20-28 flag marshals for each event, depending on the circuit and volunteers from competitors will help us reach those targets and keep the events going. If we don't get enough helpers, events may have to be cancelled.

To sweeten the deal, we will offer a \$50 discount on the entry fee for their next event to all competitors who step up.

Mark is also arranging a short training course on flag marshalling and this will be available either at a face-to-face session or online.

The other area in which we are getting short of valuable people is scrutineers. This is an important role to ensure competitors' cars and helmets etc. are up to scratch to make the event safe, both at the pre-event scrutiny session a few weeks before each event and to check things in the pits on the day.

If you have good mechanical knowledge and can work in a small team we would welcome your support. Our Chief Scrutineer, Barry Macintosh will provide you the training and support so talk to Barry about getting involved.

Northam – new or old?

You would be aware that we have been working on a new circuit for the Northam Flying Fifty which would be located east of the CBD around the showgrounds and next to the recently-built recreation centre. However, we had to make a last-minute decision a few months ago to revert to the "old" circuit, based in the CBD, for the April 2023 event because we didn't have the funds to pay for the additional safety barriers and spectator fencing needed for the new circuit.

There could be an appetite amongst competitors and others to retain the old circuit, perhaps with a few minor improvements to the road surface. However, before scrapping any plans to proceed with the traffic engineering changes and buy the safety equipment to make the new circuit work for next year, we plan to survey members and competitors to gauge support for one circuit or the other. Keep an eye out for a short email survey appearing in your in-box.

Northam Winner

At the Northam events in 2021 and this year, we have rewarded our hard-working officials by putting their names in a draw for special prize. This prize has been donated by Farmers' Home Hotel in Northam and entitles the winner to a night's accommodation in the Parlour Room, a bottle of WA sparkling wine and \$50 towards dinner at the hotel.

This prize is part of the generous sponsorship package Farmers' Home Hotel has provided and this year included a welcome function for dignitaries on the morning of the Flying Fifty and a wind-up function for competitors and officials on the Sunday evening.

We are pleased to announce that the prize winner this year was Lyn Butler, who is one of the St John's Ambulance volunteers at the event. Congratulations Lyn.

Whiteman Park Funding

While the building for our new clubhouse at Whiteman Park has been completed to lock-up stage using the \$197,000 we had saved for this purpose over the last 30 years or so, we still require another \$50,000 or more for fit-out, so we can begin using it for club meetings, functions, Dad's Army gatherings and scrutiny for competition events.

A number of members have offered financial donations to help us bridge this gap and we are looking at ways to recognise their generosity. In doing so, we will also acknowledge the substantial contributions we have had from a number of members in the form of physical labour, materials and equipment.

This is truly a group effort to provide our members with a facility which will serve us well for many years and we welcome further donations of any size.

We have applied for a grant from Lotterywest to help with the project, but we will have to wait until September to know whether this has been successful.

In the meantime, please help Ross Oxwell and his team in any way you can.

Glenn Swarbrick



FOR SALE

NEGATIVE CAMBER FRONT WISHBONES for MGB

Fitting these longer wishbone arms produces two to three degrees of negative camber on the front wheels, improving turn-in for quicker, safer cornering.

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

Minutes of General Meeting

held at the VSCCWA Club rooms, off Harrow Street, Dayton, Monday 1 May 2023

1. **Meeting opened:** 7.23 pm, Glenn Swarbrick presiding, 36 members present.

2. **Apologies:** Paul Wilkins, David Moir, Max Gamble,

3. **New Members & Guests:** Eddie Melle brought guest Mike. Ishbel Laing and Connor Hewes, Michael Guelfi, Cathy Mitchell, Alan Hitchcox and Garry (of Perkolilli fame).

4. **Adoption of minutes:**

Moved: J Ilig seconded T Brett that the minutes of the April meeting be accepted. **Carried.**

5. **Business arising:** Nil

6. **Treasurer's Report:** Sheryl Swarbrick reported on behalf of the Treasurer. Account balances and cash amounts can be obtained by members from Sheryl.

Accounts tabled for viewing: Whiteman payments, April accounts including Northam expenses so far paid/received.

Major sponsors for Northam were Tourism W.A. and Bendigo Bank.

Due to low competitor numbers Northam will run at a loss — yet to be determined.

2022 Vintage Stampede had a surplus and Collie 500 also a surplus.

7. **Secretary's report:** In the absence of Secretary David Moir, the Secretary's Report was given by Mark Jones. Details of correspondence in and out may be obtained by members from David Moir.

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

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

1. Northam track old and proposed new track: future discussions with members, Northam Town Council and local Northam organizer R. Beavis to centre on track expenses incurred by VSCCWA, competitor preferences, comparison of track lengths, etc.
2. Albany and Northam event grant applications are in place for next 3 years.
3. Albany event has 110 entries so far.

9. **State of Play Reports:**

a. **Competition:** Mark Duder reported:

- i. **Albany:** As above.
- ii. John Hurney, the Clerk of Course, is very concerned the number of cars breaking down during events that causes substantial time and organizational issues. Are competitors preparing their cars sufficiently — particularly those who may compete in our events once a year?
- iii. Other local groups wanting to use our track equipment or barricades?
- iv. R. Shaw's timing equipment failed at Northam — serious concerns that equipment needs updating and to be ready for Albany.
- v. Issue of 2 drivers sharing a car; which doesn't allow both drivers to run in practice. Suggestion that least experienced driver do the practice.
- vi. VSCCWA Log Book register needs to be updated (last updated 2016) and someone to volunteer to take charge of issuing and that existing log books need to be presented at scrutiny for recording of the event car participation. Brian Eyre volunteered to take on that log book role. Motorsport Australia (CAMS) logbooks are the responsibility of car owners and MSA not VSCCWA.
- vii. Sheryl asked for more marshals to be able to run Albany Motorsport Festival for, in particular, pit exits.

b. **Dad's Army:** B. Macintosh reported the Standard-Willys project is being fitted with its front end and sump.

c. **Library:** Email notice went out to all members asking for book donations, book returns and the search and borrowing procedures.

d. **Social:** Albany cocktail party on the Friday prior to Festival.

e. **Regalia:** Nil

f. **Whiteman Park:** Ross Oxwell reported; as in the latest *Vintage Metal*.

- i. Basic sewerage 'apparatus' is now installed in the grounds.
- ii. Rainwater downpipes installed for direction of rainwater away from the foundations.

iii. Quotes for switchboard, cabling and floor sealing being arranged.

10. General Business:

a. Neil Bishop reported latest 404 Concessional proposed changes: the E81 form to be changed so that the responsibility of stating that the vehicle is unmodified is away from the club to the owner. Category 'Unique cars' will be reworded to allow a wider scope – what-ever that might finally mean – yet to be clarified.

b. Lengthy discussion of the use, value, purpose of VSCCWA logbooks and how the present lack of system has caused them to fall into disuse. A spreadsheet of present logbooks needs to be re-established and a 'log officer' be at scrutiny to ask for logbooks and check against our records of ownership and cars. Does the logbook go with the sale of the car? The value of having a competition car's history. How to monitor the change of ownership within the club. The possibility of starting new logbooks for a car with the previous/old one being stapled to it. The Competition Committee needs to discuss the issue.

11. Guest speaker: Ishbel Laing showed and spoke of her great grandfather's (huge!) trophy awarded for winning the 1936 Albany Round the Houses event: the '50 Mile TT Car Race'. Peter Connor, Albany's first Tourist Trophy winner 'leapt to his glory with skill and a favourable handicap'. More information at

<http://www.speedwayandroadracehistory.com/albany-around-the-houses-1936--1940.html>

He was born in Narrogin in 1915, the son of Stanley Connor who established the Great Southern Flour Mill in North Fremantle identifiable by its Dingo Flour sign on Stirling Highway and to this day remaining a familiar landmark.

Peter Connor gave up his need for speed after marrying Perth socialite and beauty Dorothy McCarthy who fondly reminded him she too sacrificed Hollywood fame for love.

He went on to operate a successful business in addition to inventing the first speargun seen in WA and making a glass bottom bucket for prawners on the Swan River.

Ishbel was shown several photos from our library of her great grandfather in action in his stripped Rover no. 7 car. The trophy will be polished and shown at the Albany event.

12. Next Meeting: Monday 12 June.

Meeting Closed: 8.37pm.



Peter St Barbe Connor won this substantial trophy for finishing first in the Albany TT Race of 1936. It stands proudly on the committee table at the VSCC of WA General Meeting of May 1, 2023



Detail of the trophy won by Peter Connor. It reads:
Presented by the Mayor and Citizens of Albany to the winner
of the ALBANY TT RACE. 50 MILES. March 8th 1936
Conducted by the Back to Albany Committee and the WA
Sporting Car Club Inc.
Peter St B Connor

VSCC OF WA CALENDAR 2023

June

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

July

- 1 Dad's Army
- 2 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 3 General Meeting
- 11 Management Committee
- 17 Competition Group
- 18 Dad's Army
- 25 Dad's Army

August

- 5 Dad's Army
- 6 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 7 General Meeting
- 15 Management Committee
- 21 Competition Group
- 22 Dad's Army
- 29 Dad's Army

September

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

October

- 1 Collie Historic Races Club Regularity Championship Rd 3,
State Historic Race Championship
- 2 General Meeting
- 7 Dad's Army
- 10 Management Committee
- 16 Competition Group
- 24 Dad's Army
- 31 Dad's Army

VSCC NEWS

LIBRARY NEWS:

Our library of 600+ titles is still open for business! The library laptop (which requires no password - just click on the on-screen VSCCWA logo and you can conduct your own search of titles or key words. Just remember to manually write your name, book title, book number and your phone number in the Borrow File. The next meeting is a good time to return your borrowings!

Your book donations are still being gratefully received.

VSCC Log Books

The club is trying to reconcile the VSCC log book register as there are quite a few discrepancies.

Therefore we would like all members with VSCC log books to let the following persons know their book number and the car associated with it.

Brian Eyre on brianeyre@bigpond.com and Sheryl Swarbrick on entries@vscwa.com.au

We will now be making it compulsory that competitors in VSCC events must enter their log book numbers (if they have one) on their entry forms and also present the logbook at scrutineering.

Looking into the future it might be that we issue new log books if we fail to collate what we have.

We Need New Members

The original VSCC has no problem advertising for members. The advertisement below is derived from one that the VSCC placed in MotorSport magazine, with changes to suit our club. Perhaps our members could suggest a medium for this advertisement, a publication in which we might place it.

Before we advertise the club, we must make sure that the web site is up to date, which it isn't now.



Coming Events

3 June – Mt Clarence Hillclimb – Mt Clarence, Albany

4 June – Albany Classic Round the Houses – Albany

30 September & 1 October – Collie Historic Races – Collie Motorplex

3 December – Hillclimb – Jack's Hill, Wanneroo

3 December – Vintage Stampede – Wanneroo Park

Join Us

Enjoy your Classic or Historic car with the VSCC.

No car? No problem. You can marshal, compete or spectate. Everyone with an interest in classic and historic cars is welcome. Join us at any of our events to experience historic motorsport at its friendliest.

For more information join us at one of our events this year, further details available at www.vscwa.com.au.

**NOTE! DEADLINE FOR ARTICLES FOR THE JULY 2023 ISSUE IS JUNE 15, 2023
ADVERTISING DEADLINE JUNE 11, 2023.**

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WHITEMAN WISE-UPS

It's been a bit quiet over at our new Clubhouse in Whiteman Park this month. It's largely been about waiting: waiting for the City of Swan Environmental Health Dept to inspect and approve our new Apparatus for the Treatment of Sewage; waiting for Motivation to get on-site and dig the trench for the electric cable; waiting for our contact to finalise a quote for the sealing of our concrete floor; waiting for finalised quotes for building materials and water tanks and floor coverings; waiting for Motivation to get on with the roadways.

Well the Health Inspector has now approved the septic system, so it's been able to be covered over and the



Barry Mackintosh digging the trench for the electrical cable.



Mark Jones, Thierry Michot, Ron Fabry, Brian Eyre, Ross Oxwell and Chad Raven lifting the conduit and cable closer to the trench.

ground made to look normal, though it will always be a vehicle no-go area. On May 16 a team of volunteers dug the 85 metres of metre deep trench for the electrical cable and buried the cable. The editor was there with his little camera.

Quotes have come in for rainwater tanks, unfortunately for the size of tanks required for our 500 square metre roof, beyond our current means.

Sealing the concrete floor has opened a can of worms. What to actually use: Solvent-based, water based, acrylic, epoxy, wear factor, fuel and oil resistant — if you've a well-founded opinion of what we should use, please let me know, Graeme's "unbelievable" deal on the building materials for the toilet/kitchen proved to be just that and has now been re-negotiated to something more realistic but still pretty good.

Mark Jones has been able to acquire, at the right price of course, a bundle of slightly second hand carpet tiles for us to use in the Clubroom section of the building. Unfortunately it's not enough to do the full area, but it's a start. If you've a contact for some more, please let me know

School holidays are now over and Motivation has invaded the site with 4 machines, 3 supervisors and a bus load of students, and although a little slow, the boys and girls are doing a great job. I had the great pleasure to contribute to a video being made extolling the value of Motivation Foundation. Not only is the work of material value to us but the project outcomes with the cadre of disadvantaged kids in the program is of such value to the community at large

You'll have noticed that I'm still using the terms "we" and "us" and "ours" because the building is ours, us members, paid for. To be able to use it we need to complete it within the time frames set out in the Lease and in the Building Permit. We need money and



expertise

and willing hands to fit it out, so please step up. The small bunch of blokes who've got the project this far are a wonderful group – pleasant people, easy to work with, focussed on making the VSCC of WA the great Club it was always meant to be. You can join them!



Mark Jones and Thierry Michot insert the cable into the conduit while Chad Raven stands by.

A visit from the neighbours. A 1950s half-cab Dennis Lancet from the Bus Preservation Society of WA

Ross Oxwell
Chair, Whiteman Committee
(08) 9401 1449 or
iroxwell@westnet.com.au

DAD'S ARMY NEWS

It was encouraging to see the turnout on Saturday May 6 at the Dad's Army Saturday. Whether it was because it was too wet to work in the garden at home I don't know, but we had a much better turnout than I've seen lately.

One former Dad's Army stalwart who has had major health problems lately is Mike Upton and it was wonderful to see him. Even better to see him doing without his walking stick, although it is possible he paid for that later. I chatted with Mike for some time and enjoyed his many tales of happenings at Chrysler Australia, later Mitsubishi Australia, both at Tonsley Park in South Australia and some of the time in WA. He and I have many acquaintances in common from my time writing vehicle appraisals for the RAC of WA magazine *Road Patrol*. The stories he told me were not for publication. In this age of litigation the club couldn't afford the reaction from the car companies. Mind you, if we won it might pay for finishing the new clubrooms... No, it's not worth the risk.

Less unexpected was the presence of Sandra Stephenson, who told me she is now an apprentice scrutineer, looking forward to learning the ropes from Barry Mackintosh, who was also there. Sandra works during the week, so can't make our Tuesday gatherings, but usually gets to our Saturdays. And no, she doesn't mind being part of Dad's Army, although I have told her in the past that she is a funny looking Dad.

Thierry Michot, who usually arrives to help when volunteers are needed, dropped in on his way to buy parts for his slowly evolving Singer Special. He started building it about the same time as we started the Standard Willys Special. It will be interesting to see who finishes first. Either way, it will be two more cars for the J, K and Squareriggers group.

Thierry is French, Burgundian to be precise, which led me to wonder... On the Friday before our gathering, I had my hair cut by a delightful young lady from Marseilles, which is also in France. 200 years ago, the French had designs on Western Australia, until Major Lockyer and his troops arrived at King George Sound on Christmas Day 1826 and established the settlement of Frederick Town, renamed Albany in 1832. That thwarted the French, but with Thierry and my hairdresser — are the French trying again, by stealth?

Of course, the white folks were latecomers. Long before Lockyer and the Brig Amity sailed in, Albany and its surrounds was home to the Menang Noongar people and the area was called Kinjarling which means 'the place of rain'. My experience of Albany would indicate that the Menang Noongar got it right, but I digress.

Another welcome returnee was Chad Raven, who has also had health problems. He looked fit and happy and put himself to work producing an excellent morning tea. The rest of us know that Chad has ongoing problems, but all of us are willing to help him through any down periods and I hope we have convinced him of that.

Peter Schofield was another we were pleased to see. He has a lot to offer the club and has been invaluable in producing risk assessments for some of our events and assisting as a volunteer on the day. We look forward to seeing him on a regular basis.

The regulars were there, Graeme Whitehead, Kevin Dorn, Glynn Allison, Lindsay Hamersley and a number of others. Turning up late was Mark Jones because he had been picking up a donation of carpet tiles for the new clubrooms. They have been stored securely and will cover about three quarters of the floor area we need to carpet.

I know I've missed quite a few names, but I'm working from memory here. All of those who turned up were very welcome and we look forward to similar turnouts at future Dad's Army days.



Glynn Allison, Barry Mackintosh and Peter van der Struyf sort out project car problems.

The Scribe

DAD'S ARMY DATES – 2023

	WORKSHOP SATURDAY	SECOND LAST TUESDAY	LAST TUESDAY
JUNE	10	20	27
JULY	1	18	25
AUGUST	5	22	29
SEPTEMBER	2	19	26

EDITOR'S RAMBLINGS

Don't Drive Too Long!

Way back when I was editor of *Road Patrol*, the RAC of WA Journal, we had a campaign to convince drivers to take a break at least every two hours. We looked at the accident records, and most accidents on country roads happened about two hours drive or a little further from Perth. In other words, you are most vulnerable after two hours of steady driving.

So when you are heading for Albany this year, take a coffee break after two hours. Get out of the car and walk around a bit. My wife and I usually stop at Kojonup for a coffee, which just about fits the schedule. If you are towing, you might need to stop before that, but keep in mind that two hour safe limit. Remember that most of us are getting older and we shouldn't push the limits the way we could get away with in our younger days. Have a great time at Albany, but stay safe and drive safely.



Lady Susie Moss

It's odd how you pick up news. I was looking at a digital copy of *Motor Sport* magazine for May 2023 courtesy of my local library and *libbyapp.com* when I discovered that we lost Lady Susie Moss, widow of the late Sir Stirling, in March.

Lady Susie was a great support for Moss in recent years and particularly through his final illness. He said of her that he was pleased not to have received his knighthood until he was married to Susie... 'otherwise the wrong woman might have become Lady Moss.'

Lady Susie is survived by her son Elliott and daughter-in-law Helen and by Sir Stirling's daughter Allison from an earlier relationship.

No More Avon Tyres

The same magazine informed me that Avon tyres, suppliers of tyres to the historic racing community for many years and before that a supplier to mainstream racing teams including, if memory serves, Aston Martin, is to close at the end of this year.

Avon has been producing racing tyres at its plant in Melksham Wiltshire including many niche products, '...tyre sizes for stuff that no-one else could do,' said Paul Nicholls, competition manager for BMTR, Avon's biggest motor sport distributor. He also said that this could have been part of the reason for its downfall.

Around the turn of the century, Avon was bought by American company Cooper Tires but production continued as before. However, the Cooper brand was taken over by Goodyear and the new management have decided that, even though the factory was producing 300,000 to 400,000 racing tyres each year, its vast range of products did not make commercial sense to the tyre giant. Apparently the Avon brand is to be killed off with the plant mothballed.

It is hoped that tyres produced by the time of shutdown will carry the market well into 2024, giving other manufacturers time to step into the breach. John Pearson, head of HP Tyres, Dunlop's major historic distributor and notable historic racer said, 'Historic racing is fantastically resilient. Everybody will cope and we will improvise, overcome and adapt.'



Who Has the Read Holden?

Dick Willis, a well known historic racer and restorer of historic racing cars and a good friend of the VSCC who helps me with information for *Vintage Metal*, has asked me for help.

He has asked, '... do you know who it was from WA who bought the Read Holden Special (pic on left) a couple of years ago, from Steve Budden of Qld. I thought someone had told me it was guy who races a Holden sedan. Just trying to keep my records up to date in case I ever do another book.'

The book he is talking about is the possible future 9th edition of *Optimism*, the 8th edition of which is in our club library. It is described as 'The enthusiast's guide to the great

Aussie special racing cars.'

If anyone knows who has the Read Holden, or if you are the buyer, please contact me on 0419 849 835 or at robertcampbell4@icloud.com so that I can pass the information on to Dick.

More on Ernie Nagamatsu and Old Yeller II etc



While I was working on Ernie's story of Old Yeller II at Phillip Island he sent me the photograph at left of Old Yeller at Jay Leno's Garage where they were recording an episode of the television series *Jay Leno's Garage*.

The link to the episode is https://www.youtube.com/watch?v=zBs6O_D1D3k&t=474s.

Ernie has his own web site dedicated to Old Yeller that you can find at oldyeller2.com. It is definitely worth a visit if you'd like to know more about this remarkable sports racer.

In the course of the television show Jay Leno shoehorns himself into the car and takes it for a drive on the road. Old Yeller II is fully licensed for the road as it was when Max Balchowsky built it with his wife Ina and the help of Peter Brock.

The instruments in the dash of the special came from a Swallow Doretti, a British sports car based on Triumph TR2 mechanicals. It was built by Swallow Coachbuilding Company Ltd, a company associated with the Swallow sidecars of the 1930s and therefore a descendant of the company that became Jaguar. The Swallow was well thought of, but the group that owned Swallow, Tube Investments Group, were suppliers to the British motor industry and pressure was brought to bear on TIG to stop production as Swallow was seen to have an unfair advantage over other manufacturers, or so Professor Wikipedia says.

Max Balchowski slotted a nailhead Buick (what else?) into a Swallow Doretti and it was suggested that such conversions might be marketed, but the supply of Dorettis dried up.

Ernie has other cars, including a Cobra that is shown above right. The Cobra appeared in a couple of movies, notably *The Love Bug* and *Spinout* before Ernie acquired it from its first owner. He also owns the Porsche Speedster that was raced for many years by Brig. General James



Kilpatrick. His other racer is a 2-door Datsun 510. All but the Datsun have raced in Australia and the Datsun was on display at the 2023 Phillip Island Classic.

Early Days at Caversham Clubrooms

Paul Wilkins came across this photograph (left) of an early club meeting at the current Caversham clubrooms.

It would be great to have a turnout like this for meetings now. Paul noted that it was during John Davies term as president, which was the 2008-2009 club year.

Bob Campbell



RALLY OF THE HEARTLAND



Shane saves wear on the left front tyre as he hurls the Falcon through a gate.

modern turbo 4WDs to contend with as well, to make a total of 65 cars in this year's event. Our car was trucked over to SA with the Datsun 240Z of fellow competitors Bruce Lake and Peter Hall. Well-known WA rally identity Ben Searcy was also there with his Mitsubishi Evo VI.

Shane's Falcon is not the first choice most people would make for a gravel rally car but it performs remarkably well. It was built up about 15 years ago by Victorian rally identity Ian Swan for long distance events and competed in the Panama-Alaska Rally. It started life as a XW Fairmont but has morphed into a full-on rally car to XY GTHO specifications, with full roll-cage and raised suspension with sump and gearbox guards. It runs a modified 351 Cleveland engine, 4-speed "Top-Loader" gearbox, LSD with heavy-duty axles and four-wheel disc brakes.

Shane bought the car in 2013 to compete in the 2014 Sydney to London Marathon and since 2016, he and I have done 15 or more rallies, including the seven-day Classic Outback Trial twice based in Alice Springs and last year in outback NSW. We enjoy the Rally of the Heartland as it is a well-organised, relaxed event using some mostly-good, open gravel roads in South Australian farming land. The Falcon enjoys these roads more than the relatively narrow forest tracks which dominate WA gravel rallies.

This year's event started on the Friday afternoon with three relatively short prologue stages to get the crews in the mood. The Saturday was a big day with two 61 km special stages in the morning and three shorter stages in the afternoon. That evening we had two runs through a 72 km special stage in full darkness and bitter cold. Our friends Bruce and Peter ran off the road on the first night stage, with fortunately little damage to their 240Z. However, they were unable to rejoin the event as they were bogged in a creek bed and had to endure four hours in the cold waiting to be recovered. We thought we had a long day as we crawled into bed at around 11 pm but Bruce and Peter didn't get in until well after midnight!

The Sunday comprised another run through the 72 km stage from the previous night and was interesting to see that our stage time improved by over 5½ minutes to 40m 5 sec. — that's the difference good visibility makes without our powerful driving lights reflecting back from the dust of the previous car. The rally concluded with three further stages before two short runs through a spectator stage on the outskirts of Burra township.

We were very pleased to finish 6th out of the 18 cars which completed the rally in the Classic Category, from the 30 which had started. We were 11th overall from the 65 cars that started the event. The Falcon performed very well, although it did consume a few sets of rear tyres which had some difficulty transferring the V8's copious power to the harsh gravel surface. We were also pleased with the way the car responded to the new dual exhaust system fabricated by Gary at Custom Exhausts in Osborne Park — it gave it more mid-range torque, better ground clearance and most importantly, a sweeter exhaust note to please the spectators.

Throughout the event we were superbly supported by our mate Rob from Adelaide as our service crew and we had great support from VSCC member, Tony who drove through the night to truck our cars across the Nullarbor.

One of my distractions from my role as Secretary of the VSCC, is to indulge in a bit of competitive car rallying as navigator for a mate in his Falcon GTHO replica. In April Shane Attwell and I did the Rally of the Heartland in South Australia — the fourth time we have done this great event.

The rally is based in the historic town of Burra, about 50 km north of the Clare Valley. It is a gravel rally over 2½ days and was originally run just for historic rally cars. However, it has grown to be part of the SA State Rally Championship and a round of the East Coast Classic Rally Series.

Consequently, while there is a healthy contingent of older rally cars from all over Australia, there are the



More sideways action. No wonder the rear tyres wore out!

ALBANY CLASSIC AND MT CLARENCE HILLCLIMB 2023



Ed Float, MG TC, and friends enjoy dashing through the streets of Albany in 2022. Graeme Howie photograph.

Lex Davison described as “fast, steep and twisty” and the best he had seen in Australia.

The feature event of the first Albany round the houses race meeting, the Albany TT, was won by Peter Connor in his one and only motor race. Racing the family Rover, stripped down to a two-seater for the event, he drove steadily to first place while more fancied runners dropped out with various mechanical ailments.

For his efforts he won a huge trophy, almost a metre high, which has been rediscovered by his great granddaughter and will be on display at Albany (see page 6).

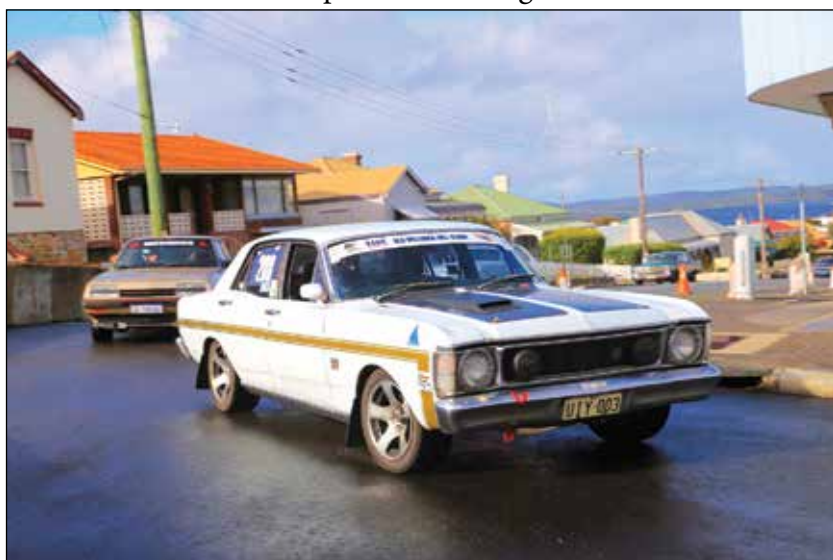
The annual races at Albany continued until 1940 then resumed in 1958 after the World War II

Over the WA Day long weekend more than 140 classic and historic cars will take to the streets of Albany and the scenic drive up Mt Clarence for the annual Albany Classic round the houses event and the Mt Clarence Hillclimb.

Jointly organised by the Vintage Sports Car Club of WA and the Albany Classic Motorsports Club, the Albany Classic brings the sights and sounds of motor racing from the 1930s to 1960s back to the streets of Albany, scene of WA's very first round the houses race in 1936.

The first speed hillclimb up Mt Clarence was held in 1937 and many events have been held there since, the highlight being the Australian Hillclimb Championship in 1957, won by legendary Australian racing driver Lex Davison.

The hillclimb will be held on Saturday June 3 and drivers will pit their skills against the clock on what



Lindsay Hamersley's XW Falcon GTHO leads Graeme Whittaker's 1984 Mitsubishi GSR Sigma, Albany 2022. Graeme Howie photograph.

break. The last race meeting was held through the streets in 1963 with the 1964 races being rained off.

In 1991, the VSCC and the City of Albany joined forces to re-create the event for cars. The Albany Classic has run successfully each year since and has become one of Albany's icon events.

The hillclimb will be run from 9.00 am to 1.00 pm on Saturday June 3. Spectator admission is free. No pets are allowed.

The Albany Classic will run from 9.00 am to 5.00 pm on Sunday June 4. Admission for adults is \$20, children and pensioners \$5, children under 12 free. Again, no pets are allowed.



Dick Ward's evergreen Fiat Abarth Rotary on Mt Clarence, 2022. Graeme Howie photograph.



Michael Broughton's Porsche 356 SC and Andrew Murray's Lotus Elite provide a late 1950s look. Similar cars would have raced against each other in period

CLASSIC CAR SHOW

This story and photographs are carried over from the May issue because they wouldn't fit. Michael Broughton organised a VSCC display at the Shannons Classic Car Show at Ascot Race Course and he took photographs of the cars that were on show. He thanks the owners on behalf of the club for providing such a good showing of members' cars.



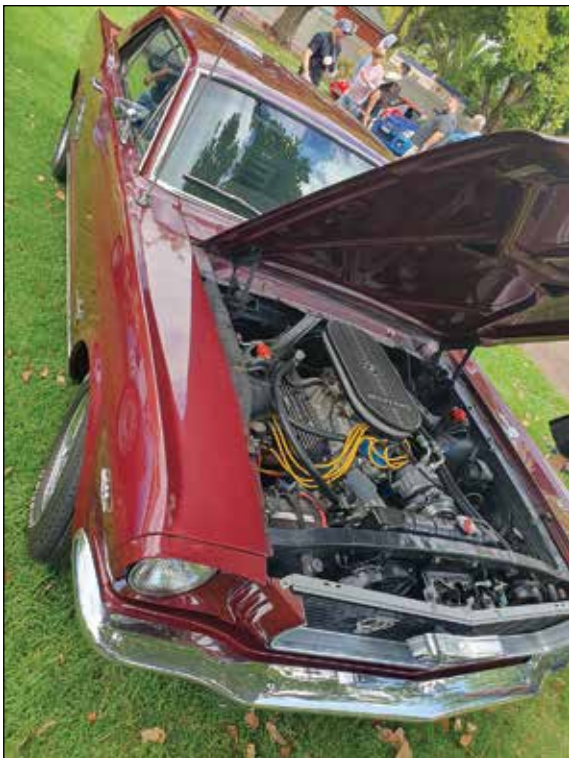
Above: Steve Gilmour's Alfa Romeo GTV, recently acquired. It is ex Paul Wilkins.

Right: Not one of ours, but a great display from Paul Robertson of the Austin Healey Club with his Mark 1 Sprite.





Left: Brian Eyre's blown Peugeot powered open wheeler, originally built and raced by Bob Kingsbury.
Above: Chris Bothams' Datsun 260Z



Clockwise from left:
Michael couldn't remember who brought the very sanitary Mustang;
Bill Lee's Mobil Group C Commodore with Tony Brett's Sprite behind;
Andrew Murray's ex Max McCracken Lotus Elite;
Tony Brett's Austin Healey Sprite.

GRAND PRIX CENTENARIANS

BY BILL BUYS



Kenneth McAlpine with a Connaught Formula 2 car.

He also established a successful helicopter business and was one of the founding fathers of the English wine industry.

He went to the US during World War II, where he was trained to be a pilot and in 1944 to become an RAF flight instructor.

However, he had a strong interest in cars and motorsport and when the war was over he bought a brace of Maserati 8CMs which he used in hill-climbs, sprints and races in 1947-49 to good effect with victories at Prescott, Luton Hoo and Goodwood.

In 1951 he made a move to 500cc Formula 3 with a JBS Norton but also started to race a Connaught A1 Formula 2 car.

Kenneth gave the car its debut at Castle Combe in 1950, finishing second behind Stirling Moss in a HWM.

For the next three years, as well as racing in British Formula Libre and F2 events, Kenneth competed occasionally in the world championship.

He made his debut in the 1952 British Grand Prix at Silverstone and finished 16th and the team also went to the Italian GP with three cars although Kenneth retired.

The following year he took in four grands prix – Holland, Britain, Germany and Italy, retiring at all bar the Nürburgring where he placed 13th.



The final development of the Type B F1 Connaught, the 'Toothpaste Tube' car at Silverstone 1996.

ONLY three people: Kenneth McAlpine, Paul Pietsch and Louis Gerard deserve a very special place in the history of Grand Prix racing.

They were the only ones among the many drivers who competed in the top echelon of motorsport to reach the magic age of 100.

Kenneth McAlpine OBE, reached 102 when he passed just a few weeks ago; France's Louis Gerard made it to 101 before passing in May, 2000 and German driver and journalist Paul Pietsch died just short of 101 in May, 2012.

He passed just 19 days before his 101st birthday – and was the first Grand Prix driver to reach the age of 100.

McAlpine was a quiet achiever.

He privately provided most of the money for the Connaught Grand Prix team back in the 1950s, while working for the family civil engineering company started by his grandfather.



A Connaught Type A Formula 2 car at Silverstone 1996.

His final grand prix was back at Aintree in 1955 driving the streamliner. Again he retired.

However, despite his part in running the McAlpine Construction business, he helped build Connaught into a considerable force.

His best result was third in Goodwood's 1954 Glover Trophy in the Grand Prix car and second in the British Empire Trophy sports car race at Oulton Park the following year, behind Archie Scott-Brown in the Lister-Bristol.

McAlpine, with Eric Thompson, also raced at the 1955 Le Mans 24 Hours but their Connaught's engine blew after six hours.

His last race came a few months later at the Goodwood 9 Hours, as he fulfilled a promise to retire from racing ahead of his impending marriage.

Still, the end was near for Connaught, despite Tony Brooks' sensational victory over the Maseratis in the 1955 Syracuse non-championship race to record the first win in a Grand Prix by a British car and driver since 1923. In 1957 Connaught announced it was closing its racing division and the cars and equipment were sold at auction. Bernie Ecclestone bought two of them.

Kenneth McAlpine moved on to his new business interests and in 1974 set up the Lamberhurst Vineyard, which became Britain's foremost wine maker.

He sold the company in 1995.

He also established McAlpine Helicopters in 1988, which he later sold to Eurocopter and continued to be a director of Sir Robert McAlpine Enterprises Ltd until his passing.

So few know of the industrialist, entrepreneur, F1 team owner and pilot who so very quietly made motor racing history.



Paul Pietsch with the winner's laurels in what looks like his Alfa Romeo Monza.

Pietsch struggled with its handling and left the team and went racing in the voiturette classes with Maseratis in 1937 and 1938.

In 1939 he was entrusted with one of the 3-litre Grand Prix Maseratis, causing consternation amongst Nazi officials by leading the silver cars in the German GP at the Nurburgring, but he spun twice, lost time in the pits and finished third.

Also in 1939 he, with several leading English and Italian drivers, plus Frenchman Louis Gerard, headed south for the South African Grand Prix at East London and another race in Cape Town.



Paul Pietsch in an Alfa Romeo 158.

Paul Pietsch was another motoring star of the time.

Born in Freiburg in 1911, he worked for the family brewery and in 1932 bought a Bugatti Type 35 to drive in the German GP at the Nurburgring. He managed to start from the front row of the grid, but retired with a radiator problem. The race was won by a trio of Alfa Romeos piloted by the famed Rudolf Carracciola, Tazio Nuvolari and Baconin Borzacchini.

Pietsch then bought an Alfa Romeo Monza and had a grand time, winning several hillclimbs and also the Norwegian and Swedish ice races.

He also did well at the Avus and Eifelrennen circuits and his talents were noted by Auto Union team manager Willy Walb, who invited him to try his hand at an Auto Union at the Nurburgring, along with another promising youngster in Bernd Rosemeyer.

Both were hired as the junior drivers alongside Achille Varzi and Hans Stuck Sr and Pietsch and Rosemeyer ran third in the Italian GP of 1935, behind the Auto Union of Hans Stuck and the Alfa Romeo of Tazio Nuvolari and Rene Dreyfus.

The Type B AutoUnion was not an an easy car to drive and while Rosemeyer quickly came to grips with it,



An autographed photograph of Paul Pietsch in the Type B Auto Union

Pietsch, driving a Maserati 6CM, completed just one lap at East London before one of his car's pistons melted. Top three spots were filled by the similar Maseratis of Luigi Villorosi, Franco Cortese and Mario Massacuratti.

WWII robbed Pietsch of what would have been his greatest period as a driver, but he raced again in the post-war years, campaigning Alfa Romeos.

He was still racing when the World Championship began in 1950 and

made his F1 debut at the age of 40 in the 1950 Italian GP to become the first German to drive in the FIA-controlled Formula 1.

His last race was in a Veritas the German GP in 1952. It must have been a tough time, since the results show only 12 finishers in a field of 30 starters. He was among the latter.

Race winners were Alberto Ascari, Nino Farina and Rudi Fischer, all in Ferraris.

Pietsch was a fine writer-turned-publisher and founded the highly-respected Das Auto magazine in Stuttgart.

Until his own death from pneumonia, Pietsch was the oldest surviving Formula 1 driver, and the last of the pre-war GP era.



Paul Pietsch in a Veritas Meteor in 1952.



Louis Gerard at Indianapolis in 1946 in a Maserati 8CM. He didn't qualify for the race.

motorsport and it turned out he was blessed with some serious driving talent.

He entered the 1937 24-Hours of Le Mans, and with co-driver De Minardi, finished fourth outright, behind the Wimille/Benoist Bugatti and two Delahayes.

He had another go at Le Mans in 1938, but without success, then finished a strong second in the Spa 24-hours and followed it up with a win at the Tourist Trophy at Donington.

Then came his trip to South Africa, but that's another story.

Suffice to record that he remains one of the trio to have raced to the age of 100 years-plus. There will never be a fourth member of that exclusive club.

Before him was Louis Gerard, a late starter in motorsport and a colourful character who started racing at the age of 38.

Born in Arras, Pas-de-Calais in 1899, he served in the French artillery during World War 1 before trying to establish a tailoring business, did some time driving a taxi and then made a great success of a slot machine business.

He had no interest in cars until his son spotted a beautiful Delage coupe in a shop window and got his dad to have a look.

He was smitten by the car, bought it — paying for it in countless coins gained from his slot machines — and then got word that it had been specially prepared for competition.

That was the start of his romance with



Louis Gerard (left) at Le Mans with one of his Delages.



Louis Gerard in his TT winning Delage..



Louis Gerard at Le Mans with the same Delage as above.

JK AND SQUARE RIGGERS UPDATE



The very first competition outing for an Austin Seven, Louis T King at Shelsley Walsh Hillclimb, July 1922. Photo from Austin Harris

— took it seriously. Spares are still so cheap that one can afford to use the poor little beasts vigorously, and years of development, mainly by the 750 Club, have made a good Ulster a wickedly competitive car. Long may they continue to take Bentleys on the inside at Woodcote.”

The magazine then goes on to profile many of the great Austin Seven racers including the Gordon England “Brooklands” and “Cup” models, the type 65



1937

AUSTIN SEVEN 744cc FOUR



A scan from Karl Ludvigsen's book *Classic Racing Engines* showing the twin OHC Austin Seven. Ludvigsen said that the only thing it had in common with the production cars was that it had four cylinders.

With the undying enthusiasm of Hugh Fryer for the Austin Seven and the centenary of the venerable car being celebrated recently, Heza Henry was amused to find an edition of the VSCC of GB from Winter 1972.

Yes, 1972 was the Golden Jubilee of the car and the whole issue was devoted to the Austin Seven's racing pedigree, but I couldn't help but think that the writer had his tongue in his cheek when he wrote:

“It is probably the most important car ever to be made in Britain: it brought motoring to the masses, a dubiously useful accomplishment, and gave more people their start in motor sport and kerbside motor repairs than anything else. Most of the sporting models are eminently respectable now in VSCC circles, and it's probably a sign of the times that the once-despised Chummy is much sought after, and people even worry about its originality.

“Above all, the Austin Seven is fun. Perhaps this is because nobody — not even the Austin Motor Company, at least at its formative stages



Still popular! The Nicole Lothe entered Austin 7, Lake Perkolilli September 2022. Hugh Fryer photograph..

and Nippy, the Speedy, the Speed 65 and the Grasshopper. Of course, the models described popularly as the Ulsters are also profiled.

Of course, the ultimate Austin Sevens are the twin overhead cam race cars. After that, William Morris and Herbert Austin agreed that MGs competing with Austins weren't helping either of them sell more cars and just costing them a lot of money and the great era of 750cc racing of Austin v Morris was curtailed.

Heza Henry was delighted to read that these amazing engines were more than a match for the new ERAs at Crystal Palace track, pumping out 120bhp. Actually my delight was mostly that the power was transferred to the rear wheels by none other than a Chrysler synchromesh cluster. I will remember that when I talk to Hugh in Albany.

Other fun facts are that the supercharged twin cam racers ran on 25psi boost and the fuel was 75 per cent methanol, 15 per cent ethanol, 10 per cent water and 4 grammes tetraethyl lead. That was enough to get the engine spinning at 10,000 rpm.

Maximum speed was 138 miles per hour (222 kph) at four miles per gallon — I thought Austin Sevens were economical.

See you at Albany.

Heza Henry

PHOTOGRAPHS FROM CAVERSHAM DAYS

The Dave Sullivan album of photographs from Caversham days has run out. The shots for which I am still chasing information will remain, but I am going to work 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.



This is a very nice Alfa Romeo GTV, but who is driving it and when? I am pretty sure that it is Caversham, but that's as far as I am willing to go. Bill Richards shot.

John Illig approached me at the May general meeting to suggest that this was the car he helped John Covich to build.

He described how they altered the camshaft so that the 7-port head had four inlet ports and three exhaust ports instead of the other way around, which allowed them to run two dual-choke Weber carburetors.

However, Lindsay Taylor pointed out that Covich only ran at Caversham and this photograph is from the early days of Wanneroo.

The mystery of this car is still unsolved.



Ron Thorp's Cobra at the 1965 Six Hours Le Mans Race at Caversham. This is one of very few actively raced Cobras of its vintage never to have been crashed. Ron Thorp never hit anyone and managed to avoid being hit by anyone.

In 1973 Thorp sold the Cobra to Geoff Dowdle, who had to sell his Austin Healey and E-type to raise the \$6000 asking price. John Blanden bought it from Dowdle in August 1980 for \$42,000.

When Blanden passed away in 2004 the car went to auction and was bought by the Bowden family. Chris Bowden drove it in the Cobra race at the Goodwood Revival in 2012 and was very nervous that he might scratch it. Bill Richards shot.



This Austin A40 Special, as built for Weir & Male Motors of Melbourne by Ken Wylie and his brother Arthur, could well be a replica. The Wylies built a number of specials including the Sheerline Special and the Wylie Javelin that Joe Caudo drove in VSCC events a few years ago.

This one had Austin A40 Devon mechanicals with careful attention to the head and, initially, twin Amal carburettors. At one stage it was fitted with a Marshall Roots supercharger. A tubular frame was designed and built by Ken Wylie and the body is of 18 gauge aluminium.

Dick Willis has contacted me to say that Maurie Pearson, said by John Blanden to have restored the car, actually built a very nicely made replica. Later it was owned and raced by Ron Hay of Sydney for quite a while before he sold it to someone in South Australia. This photograph was taken by Max Gamble at Amaroo Park in 1992.

A Cortina GT very sideways at the Shell Hairpin. That's the sign that was demolished by Ted Lisle when he barrel rolled his Cooper S. Comment was made at the time that he really shouldn't have demolished his sponsor's sign, as Shell and Reimann Motors were Lisle's main supporters. Bill Richards shot.



Stan Starcevich at a very wet Caversham. Contrary to many reports of the time, Stan's car was not an S4, but a base model with the optional 179 engine, which had become available with manual transmission. Stan described the development of the car at a club meeting I attended some years ago. He pointed out that, for most touring car races, the larger fuel tank of the S4 was unnecessary and the other actual and rumoured upgrades to the S4 were items that were routinely replaced when preparing a car for racing. There was no reason why a base model, prepared for racing, should not be as quick as an S4 based car. And he proved his point. Bill Richards shot.



The May issue had barely gone out when Andrew Murray texted me to say, 'I reckon the Sprite pic is Gordon Mitchell.' That was useful, but there were two Sprite photographs. John Hurney rang shortly afterwards with the same message, but I was able to ask him which Sprite he meant. He said that it was the one with the hardtop.

John also said that he thought that this race, the 1968 Six Hours Le Mans Race, was Gordon's first race.

Apparently the mechanicals from this car found their way into the Mark 1 Sprite that Gordon raced with great success at Wanneroo. Bill Richards shot.

Preparation by John Hagarty was obviously the right way to go, as Gordon's car reached the finish and 6 hours is a long drive, especially in the wet. John Hurney thought that Gordon drove the whole 1968 six hours himself, although Wikipedia says that his nominated co-driver was Ray Shaw.

The car finished 8th, just behind the Renault R8 Gordini of Bruce Jones and Bob Goddard, but ahead of the Cooper S touring cars of Neville Grigsby/Ross Bennett and Jeff Dunkerton/Doug Mould. Fritz Cohout won the race in his Series Production Porsche 911S from the Rick Lisle/John Harris Series Production Cooper S.



According to Wikipedia, this is the Brian Cole/Bob Cleaver Sprite that finished 15th in the 1968 Six Hours Le Mans Race at Caversham.



Mr Wikipedia indicates that this and the shot below are actually 1966 and not, as I was told, 1965. Bill Richards shot.

And they're off! I wonder how many took to the gravel in the foreground? Stan Starcevich has made a good start and was to finish 3rd behind Ted Lisle's Cooper S in second. Ron Thorp, taking it easy in the Cobra from pole position, ran out the winner that year.

The white Peugeot 203 further down the field is probably the Cunliffe/Bob Biltoft car that was, I think, running a hot Holden grey motor. Bill Richards shot.



This is identified as Caversham 1964. I've had no response about the drivers' identity. Surely someone out there knows who they are? Bill Richards shot.

It's that Cortina again, this time pointed where it is going and following a Cooper Mini and a Renault Dauphine. Does anyone know who the drivers are? The names might be on the sides of the cars, but the photographs are not clear enough to make them out. I tried to blow them up, but it didn't work. Bill Richards shot.



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