



March 2023

Issue No. 373

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

VINTAGE METAL

www.vscwa.com.au

REVIEW OF 2022

PLUS

Chevy IIs Invade the BSCC

2022 in Review

Caversham Days Photographs

Introducing March's Guest Speaker

All the Regular Columns

**March General Meeting – Monday March 13.
Guest Speaker Katharine Worth
VSCC of WA Caversham Clubrooms
6.30 for 7.00 pm**



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COVER: I think I'm right this time. This is Rod Donovan hurling the humpy Holden around the wilds of Caversham. There is something distinctly odd about that left rear wheel. Photograph from Dave Sullivan collection.

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

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

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

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

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

For all commercial advertising contact David Moir

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

FROM THE PRESIDENT



Northam Moves

You will all be aware that we have been working with the Shire of Northam, Motorsport Australia and our Northam volunteers to set up a new circuit for the “around-the-houses” regularity event this year. As I mentioned last month, although the new circuit is more compact than the current circuit in the Northam CBD, it requires considerably more safety barriers and spectator fencing to meet Motorsport Australia’s standards. This requires not just extra capital outlay to buy barriers and fencing, but also a significant additional annual cost to hire, install and remove temporary steel safety barriers each year.

We have reached a critical point where had to decide whether we had sufficient funds to meet these extra costs for this year’s event. Unfortunately, we don’t have the funds, so in conjunction with our event partners, we have decided that this year, we will run the regularity event on the existing circuit in the middle of town. This ensures we can maintain the momentum for this important event, following last year’s last-minute cancellation due to Covid concerns and gives us more time to seek sources of funding for the new circuit.

So, the Northam Motor Sport Festival is on as usual on 1 and 2 April with the Lindsay Monk Hillclimb at Mt Ommanney on the Saturday and the Flying Fifty regularity in town on the Sunday. Supplementary Regulations and Entry Forms are now available on the club website so get your entry in shortly for another great weekend of motorsport.

We encourage competitors and spectators to make a weekend of it by staying in town for the Saturday night. So, if you plan to do so, book your accommodation now.

New Clubhouse

Our new clubhouse at Whiteman Park is starting to look like a proper building, now that the frame, walls, roof and concrete floor have been completed. Now, Ross Oxwell and his small band of workers are arranging water, sewerage and electrical connections but the list of further work is extensive: internal fit-out, landscaping, roadways, car parks and many other tasks will be needed before we can occupy our new home.

At this stage, we only have sufficient funds to get the building to lock-up stage. That means that before we can complete the building so that we can use it for club meetings, functions and Dad’s Army activities, we need to find at least \$50,000 in additional funds. We are exploring various means to raise this money, including government grants and commercial sponsorship.

One idea worth pursuing is issuing debentures to members in exchange for their financial contributions. Apparently this idea was used some time back by the Jaguar Car Club to raise money for their clubrooms in Osborne Park. I would welcome your thoughts on this idea.

In the meantime, we encourage all members to offer support to Ross and his team, whether that be providing hands-on help at a working bee or providing materials, equipment or financial assistance. If you can help, please contact Ross at lroxwell@westnet.com.au

Albany

Last month, we travelled to Albany to meet with our partners in the Albany Classic, the City of Albany and the Albany Classic Motorsport Club (ACMC). The meetings went well with the City to be organising the accompanying community festival, the ACMC chasing sponsors from the local business community and our club handling the competition side of the hill-climb and “round-the-houses” regularity.

This year’s event on 3 and 4 June is shaping up to be another great weekend.

New Members

The club’s Management Committee has adopted a new process to speed up the approval of new memberships. Instead of waiting for the committee’s meeting on the second Tuesday of each month, our admin officer, Sheryl, will email new membership applications to committee members for their immediate approval, or otherwise. Assuming a majority of committee members approve, Sheryl can issue the membership straight away. All such membership applications will be formally ratified at the next committee meeting.

This will help new members who may need club membership to enter an up-coming competition event or gain a Concessional Licence for their classic car.

Flag Marshals

We sometimes run short of officials to run our competition events, particularly flag marshals. Flag marshals are required by Motorsport Australia to allow race and regularity events to run safely.

They are positioned around a circuit at each major corner or hill to warn drivers if they are about to be overtaken by a faster car (using the blue flag) or of a track obstruction, such as a spun or broken-down car, (using yellow flags, held stationary or waved according to the severity of the obstruction). They also use these flags:

- a red and yellow striped flag to warn of oil or some other slippery material on the track,
- a black flag with a car number to direct that car to return to the pits,
- a white flag to warn of an ambulance or other official vehicle on the track, and
- a red flag to signal the termination of a race or regularity session.

Some of us have been “flaggies” at various stages of our motorsport careers and it provides the best view of the action as you are close as anyone can safely get to the track.

To boost our number of “flaggies”, we will soon arrange some training sessions for members. This training can be done on-line or face-to-face and we will let you know how, when and where you can get involved.

I encourage all members to do the training so that we can continue to run our events safely. It is a great way to stay involved if your car or your wallet doesn't allow you to compete.

Glenn Swarbrick

NORTHAM MOTORSPORT FESTIVAL

The Northam Flying 50 and Mt. Ommaney Hillclimb are now accepting entry submissions through the Motorsport Australia website or by downloading from the Vintage Sports Car Club website. The events will take place on the 1st and 2nd of April.

Please do contact Sheryl Swarbrick on 0416 025 667 if you have any questions.

Northam has limited accommodation, so make your reservations as soon as possible.

Supplementary Regulations for the hillclimb and Flying 50 are available on the VSCC website at vsccwa.com.au.

You can also find the entry form, MSA Self-Scrutiny Statement of Vehicle Compliance and MSA Self Scrutiny Checklist for vehicles entered for speed events on the website as well as the MSA Risk Warning and Disclaimer.

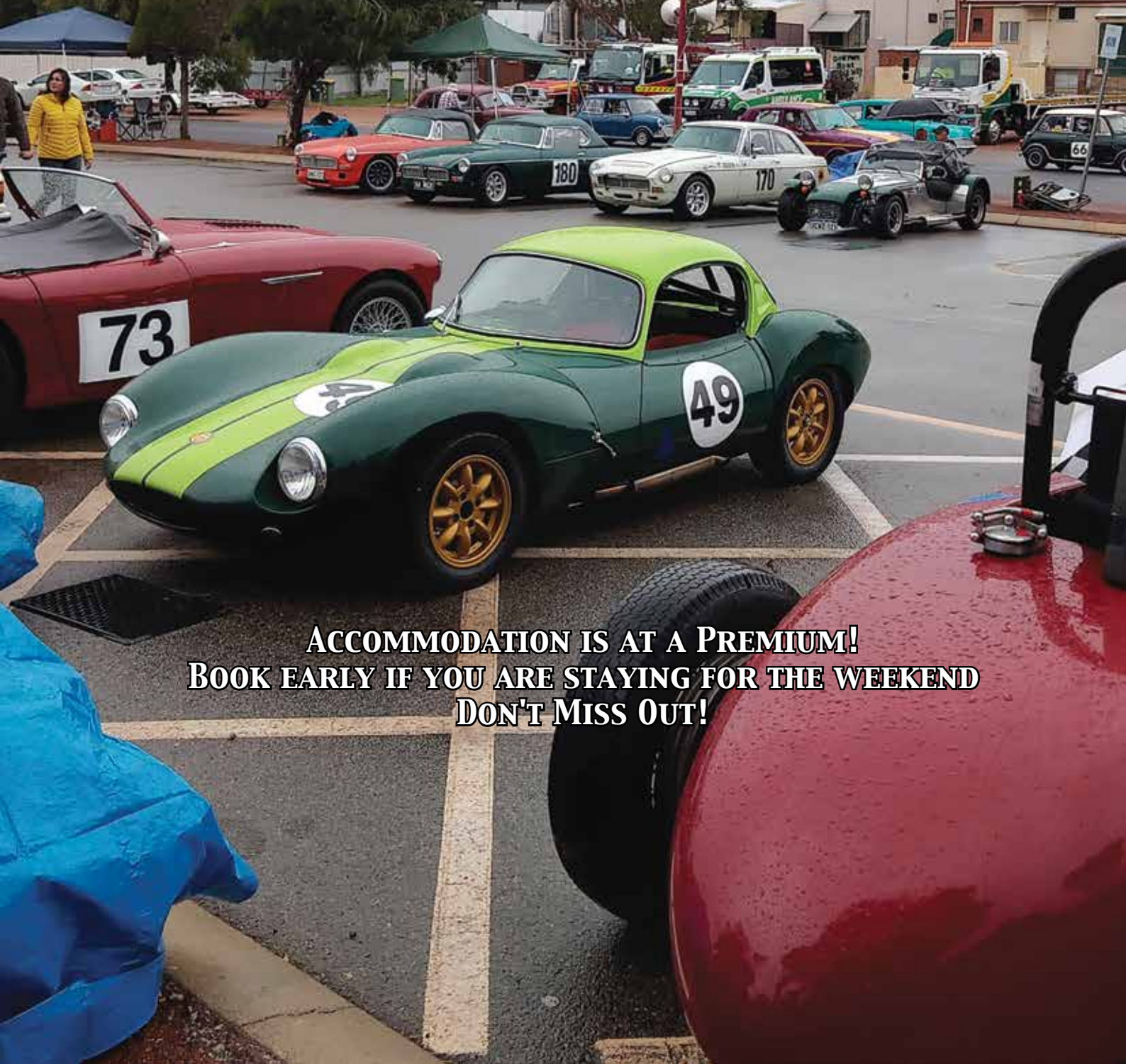


Above left: Northam 2021 and Northam Flying 50 winner Thierry Michot's Ford T is chased by Geert de Klerk's Austin 7. Above right: Northam 2021 again and Bryan Scrivenor's Singer is chased by Richard Baird's Hudson Terraplane and the Biven Dodge Special.

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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!**

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

Minutes of General Meeting

held at the VSCCWA Club rooms, off Harrow Street, Dayton, Monday 6 February 2023

1. **Meeting opened:** 7:05 pm, Glenn Swarbrick presiding, 29 members present.

2. **Apologies:** Chad Raven, Rob Ozanne, Len Kidd, Max Gamble, Jim Krajancich, Richard Palmer.

3. **New Members & Guests:**

4. **Adoption of minutes:**

Moved: David Moir **Seconded:** John Illig, that the minutes of the November and December meetings 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.

Moved: David Moir **Seconded:** Michael Broughton that the Treasurer's report be accepted. **Carried**

7. **Secretary's report:** Details of correspondence in and out may be obtained by members from David Moir.

Moved David Moir **Seconded:** Ian Fry, that the Secretary's report be accepted. **Carried**

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

a. **Northam**

i. Club members have been putting in a large effort in recent months to design and gain approval for the new circuit on the east of town.

ii. The club faces a large expense to buy and hire safety barriers and spectator fencing to meet MSA standards, including an extra \$55,000 each year for the hire and installation of steel barriers.

iii. We will be meeting with the Shire of Northam this week to decide the future of the 2023 event.

b. **Albany**

i. We will meet with the City of Albany and the ACMC next week.

ii. The Joint Venture's GST liability has been resolved.

9. **State of Play Reports:**

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

i. Acknowledged the work put in on the new circuit by Paul Bartlett, Mike Gallagher and Randle Beavis in particular.

ii. Peter Schofield has done a lot of work on the Risk Management Plan.

iii. The property adjacent to the hill-climb track has been sold and we have been in contact with the new owners.

b. **Dad's Army:** Barry Macintosh reports that the club car is progressing well, the engine and gearbox have been reconditioned and the body frame is being constructed.

c. **Library:** nil

d. **Social:** Michael Broughton reported that:

i. Northam Vintage Swap-meet on 19 February – club display.

ii. Classic car Show on 26 March at Ascot.

iii. Brabham Repair Café held last November went well.

iv. Will meet with Kylie Elsegood regarding sponsorship.

e. **Regalia:** nil

f. **Whiteman Park:** Ross Oxwell reported that:

i. The shed frame and walls had been erected; strong winds had delayed roof installation.

ii. Pest control for concrete slab to go in this week.

iii. Floor to be concreted next week.

iv. Sewerage treatment system to go in next month, followed by electrical connection.

v. Thanked Lindsay Hamersley for the use of his bob-cat for earthworks.

10. **General Business:**

a. Query on expenditure on new clubhouse – Sheryl Swarbrick to report next month.

b. Query re Northam hill-climb to run alone if Flying Fifty doesn't go ahead.

c. Scrutineers – we need additional personnel.

d. Motorsport Australia State Council:

- i.** Officials training – members urged to lodge an expression of interest.
- ii.** State Awards for 2022 – at Stirling Arms Hotel, Sunday 26 February.
- iii.** Club Challenge – proposal to resurrect the inter-club challenge with regularity events.
- iv.** State Championship Standing Regulations have been approved.
- v.** Query re club trophies for 2022 – engraving in progress.

11. Guest speaker: nil

12. Next Meeting: Monday 13 March (note: the first Monday in March is a public holiday)

13. Meeting Closed: 7:55 pm.

VSCC OF WA CALENDAR 2022-2023

March 2023

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

11 Dad's Army

13 General Meeting

14 Management Committee

20 Competition Group

21 Dad's Army

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 (Provisional date. This is a Monday because the Tuesday is Anzac Day.)

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

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

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

LETTERS TO THE EDITOR

A letter from friend of the VSCC Mike Matune. Mike is a photo-journalist who contributed a story about the Pittsburgh Vintage Grand Prix to Vintage Metal back in 2018. Mike lives in Virginia, where it is deepest winter.



At the start of July 1962's Scott-Brown Memorial Trophy race in Snetterton, it's a drag race between Peter Sachs and Graham Hill. Sachs would have the better of it until the first corner where the 1962 World Champion out-braked him. Hill won with Sachs coming home second. The drive that day gave Sachs a timeless racing memory, the kind that keeps racers coming back for more.

this is one I had never known. It sounds like a fascinating story. [Note: There is additional information about Don's Marauder in *Editor's Ramblings* on page 14 below.]

Congratulations again on all of the work you are doing to identify the historic photos. I get into that sometimes and must admit, I don't do it as well as you. This is invaluable.

The piece on what is vintage under the VSCC heading is spot on. We have that same issue here. It is compounded by the number of Vintage Racing sanctioning bodies here. Some are "stock is stock" some are "run what ya' brung" and others are almost silhouette cars. Each has its own proponents and critics. I am somewhat in the middle. I understand the drive to originality, but it can get carried too far. Fortunately everyone agrees that current safety standards must be adhered to.

I am glad someone else is dealing with all the Clubhouse issues besides me! I know all of this is surmountable, it is just an example of how complex seemingly simple tasks can get. You certainly seem to have to deal with a lot. I am sure it is just the same here, we have just not been involved in a construction project in a very long time.

Your note on the Beechey Nova brought up a point about Homologation. How was that handled in Australia? Did you have to comply with FIA Homologation in the touring car ranks? For example, I note Beechey's Mustang and later his Nova were both fitted with Webers and those were never homologated for either car, at least as far as I am aware. My interest comes from an article* I wrote on two Chevy IIs that raced in Britain in 1962. That article is attached. There are some questions I have had around Homologation. [CAMS allowed much more freedom of camshafts, intake and exhaust systems than the FIA Group 1 and Group 2 regulations for touring cars.]

The 1972 Nova FIA papers are here: <https://historicdb.fia.com/car/chevrolet-nova-11427>

For the earlier Chevy II, they are here: <https://historicdb.fia.com/car/chevrolet-chevy-ii>

Well that is enough rambling for now.

Take care and stay safe,

Mike

*The article mentioned in the letter was too long to fit in *Vintage Metal*, but a condensed version follows on page 9. The photographs on this page and page 9 are lifted from the article.

February Vintage Metal

Bob,

Winter raised its ugly head a little this week. It actually snowed overnight on Tuesday, but we only got about 0.25 inches. Tomorrow the forecast temperature range is -10 to about 0 Celsius. Fortunately there isn't any forecast precipitation, so we will dodge the snow again. Compared to a "normal" Winter, it hasn't been too bad.

February brought another great issue of *Vintage Metal*. Among things I noticed were Don Capps letter on his Bud Moore Mercury Marauder S55. I have to admit,



Chuck Kelsey leads Jack Sears through the twisty bits at Crystal Palace. There is more about Sachs and Kelsey on page 9 below.

CHEVY IIS INVADE THE BSCC

As mentioned in his letter on page 8, friend of the VSCC Mike Matune has sent me a copy of a story he had published in *Vintage Motorsport* in 2019 that tells of two young Americans who took advantage of the homologation of a Corvette driveline for the compact Chevy II. It was a dealer fit option, so there weren't very many on the showroom floors, but if you knew what to order you could buy yourself a very quick compact car.

The two young men, Chuck Kelsey and Peter Sachs, had raced small British sports cars, a Morgan for Kelsey and a Turner for Sachs, and fancied a stab at the British Touring Car Championship. Kelsey had been in the crowd at Silverstone in 1961 when Dan Gurney's Chevy Impala gave the Jaguars a fright and made a note of the Gurney's success. Sachs was a convert to GM V8 power and was persuaded to join forces with Kelsey. From 2-litre Morgan and 950 cc Turner to 5.4-litre Chevrolet was a fair step up, but both drivers seem to have managed it well.

The development of the V8 Chevy II was basically carried out by Advanced Marine Corporation in Miami, overseen by Indy winner Jim Rathman. This was a GM 'skunk works', set up to get around the official no racing policy of the parent company. As Kelsey and Sachs found problems with the Chevrolets, they relayed their needs back to Rathman and suitably improved parts were homologated by Chevrolet through its agent Advanced Marine. Kelsey's car had a fuel injected engine (a Corvette option at the time) and was built by Bill Thomas in California, the prototype of a series of cars built at his dealership. Sachs acquired his car through Walter Mackenzie, ostensibly a PR man at GM but actually the liaison man between the manufacturer and



Bill Thomas' very sanitary V8 swap looks OEM. This is the fuel injected engine in the Kelsey car.

the race teams. The Sachs car was carburettor equipped.

In the UK the cars were fettled by Alexander Engineering, who had looked after Sachs' Turner. Alexander was run by Michael Alexander Hunter Christie, a former British hillclimb ace, who was instrumental in gaining sponsorship for the young Americans. Work on the cars was done in return for whatever starting, prize or sponsorship money the two could earn, so it was in Christie's interest to help them find sponsors.

The two Chevy IIs were remarkably quick for cars that had received little race development. Even with sintered metal linings the stock brakes were not up to the job. A phone call from Sachs to Mackenzie saw full size Chevrolet brakes supplied and added to the paperwork.

The front coil springs were cut to lower the car and raise the spring rate and a front anti-roll bar was fitted.



The Jaguar is relatively flat cornering while the Chevy II rolls heavily, its front wheels taking on an interesting set. To the inside, a photographer, clad in a fedora, overcoat and likely a suit, endures the wet, standing trackside protected by a wall apparently only two cinder blocks high. It was another era, another time, another place!

Sponsorship from Spax provided adjustable shock absorbers. With no way of modifying the single-leaf rear springs, ride height was lowered by resorting to lowering blocks. The V8 swap kit included traction bars and Alexander added a Panhard rod.

The Chevys were quick enough to keep the Jaguars honest and Chuck Kelsey defeated Roy Salvadori in a John Coombs entered Jaguar at Brands Hatch. Journalist John Blunsden wrote, 'But win or lose, the Chevy IIs are more than welcome over here for providing some interest in a class which was previously suffering from one-marque domination,' but some were not so pleased. Sachs recalled, "I clearly remember John Coombs coming up to me in the Brands paddock the same day Chuck won, screaming that he had been up to the Chevrolet showroom in London and that they did not know anything about our cars. Coombs had a vested interest as owner of a Ford/Jaguar dealership and entrant for the Jaguars of Roy Salvadori and Graham Hill. In those days, John could display a bit of temper now and then. My only reply was to say, 'Well, John, would you like to see the homologation papers? They're right here in my bag...'" By this time, they had learned to always carry a full set of the Chevy II's FIA Homologation Papers with them.

At the end of the season the cars were shipped back to the USA and all spares either went with them or had to be destroyed by order of HM Customs.



As the Chevy II's time in the UK wound down, Sachs stepped onto the racing stage one last time and came away with a hard-fought victory at Crystal Palace in September.

WA STATE OFFICIALS – SCRUTINEERS

Barry Mackintosh received an email from the Motorsport Australia State Officials Panel on scrutineering. He passed it on to be included in *Vintage Metal* in the hope that some of our members would be interested.

Good afternoon, WA scrutineers

If you have managed a break over Christmas and New Year, I trust you had a wonderful time.

Recently, Motorsport Australia has updated a number of technical schedules, which have now been updated on their website. Please ensure you are across all schedules as there have been significant changes to a few of them. To those who have already seen the changes and passed along the information to others, thank you so much for taking the initiative. I greatly value the community within the scrutineers of supporting each other.

I've been contacted by a couple of scrutineers asking about Motorsport Australia stickers. If you need any, please let me know. I generally try to keep a stock of a few hundred stickers in WA, although I'm aware this doesn't spread far with new builds, rebuilds, fixes, etc. I'm happy to post them out if you're outside the metro area or deliver them if I can get them somewhere within the metro area. Whenever I send a bunch out, I have them restocked so we shouldn't be without stickers for long if I hand everything out.

As always, the State Officials Panel combined with the Scrutiny Advisory Panel remains contactable on this email. A number of you have contacted me over the last 12 months with issues and concerns. Please keep this up if you ever need support from your Panel. Unfortunately, COVID hit my workload hard over the last 12 months, but returning to 'normal' (what is normal?) now.

A reminder if you are aware of anyone wanting to undergo scrutineering training, it made its way to an Online Course. However, they can also lodge an Expression of Interest (EOI) on Motorsport Australia's cognito form: <https://www.cognitofoms.com/CAMS3/OfficialsTrainingRegistrationForm>.

Scheduling of face-to-face training is driven by EOIs so definitely get people to lodge them if they are interested.

**VSCC Regalia — Contact Steve Gilmour to purchase
0439 172 007 or Email stephen@wwms.com.au**



Polos with embroidered club logo in Navy Blue, Black, and Green. Sizes M, L, XL. \$30.



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WHITEMAN WISE-UPS



The interior of the clubroom building before the concrete was poured. It looks vast, but it won't take long to fill it up, with the help of VSCC volunteers.

paid for. To be able to use it we need to complete it within the timeframes 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 Vintage Sports Car Club of WA the great Club it was always meant to be. You can join them!

Well we've finally done it! The new Clubhouse is up and as I write this the massive concrete floor is being poured, all 484.4 square metres of it, so we're at lock-up stage, just four months since the Building permit was issued. The structure has all the underfloor installations for the state-of-the-art toilet block and all necessary electrical conduits now embedded in the concrete. We will let the concrete mature for a month (so if you're visiting please keep off) then apply a sealant to the surface.

What's next? Installation of the Apparatus for the Treatment of Sewage (septic tank and leech drains to us) and subsequent approval by the City of Swan Environmental Health Department is the first cab off the rank. Meanwhile our friends from Motivation Foundation will continue with work on completing the limestone roadways and will dig the trench from the electrical node at our front gate to the switchboard location so that we members can drag the four 63 amp conductors feeding on the 100mm conduits as we go. I'd like to hear from anyone who has any experience of or expertise at this task.

We will then need to install conduit and drag lesser cable within the building to provide at least one 240volt power point and one three phase socket along with lighting and emergency lighting, to the satisfaction of Western Power, who will then energise our circuits. We'll need the light and power so that our construction of toilet walls and installation of toilet fittings can be effected.

You'll have noticed that I've used the terms "we" and "us" and "our". That's because the building contract has ended, it's all it was ever meant to be. The building is ours, us members,



Above: The south side of the building, which still looks vast, but once the grounds have been landscaped (more volunteer labour) it will look great.



Left: The north side, which looks smaller, but that's because a large part of the building is hiding behind the tree on the right.

Ross Oxwell

Chair, Whiteman Committee

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

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

Artistic Licence

My brother found the accompanying picture (below) on a birthday card, tucked away in a shelf. He sent the image to me by the magic of the internet and asked if it was the V16 BRM. It is that car, with a reasonable facsimile of a young Stirling Moss at the wheel, which makes the picture a figment of the artist's imagination.

Moss did drive the BRM V16 in a test at Monza and was singularly unimpressed with it. The car he drove was an early version that didn't have all those vents along the sides of the engine bay. Being at Monza it wouldn't have had Ferodo, Lucas and Esso signage at trackside. Otherwise, it is a nice picture and makes a good birthday card for an ageing petrolhead.



was...) and An Offer Too Good To Refuse that we parted ways. It was not an easy car to live with in South Carolina, no air conditioning of course, not much soundproofing, and no problems with the interior being heated at any time of the year. It had a 22 gallon gas tank (what's that, over 80+ litres...) and NEEDED and DEMANDED premium fuel. Lots of it. Starting it was an adventure at times, especially when it was wet... It was a short acquaintance, but I shall never, ever forget the great rumble of that engine. Naturally, maintaining that rumble was another challenge.'



The interior of the 1963/64 Marauder. It is equipped with the most primitive of fire extinguishing systems.

Strapped to the roll cage is the "shake can" containing dry powder extinguishing agent. In case of a fire, the driver was expected to release the can from its bracket, open it, and shake the powder on the fire.

optional and he didn't wear them. He wouldn't have a window net because he feared being trapped in a burning car. Midway through the race he hit the concrete wall at Turn 6. The impact snapped his head out of the window and into the wall. He was killed on impact.

More on Marauder

In the Letters to the Editor section of the February issue of *Vintage Metal*, Don Capps told us of his experience with a Bud Moore Mercury Marauder, A NASCAR racer licensed for the road. Don has added to the story as follows:

'My letter left out one minor issue with the Marauder that I should have mentioned: no power steering. Not a problem at speed, of course, but I don't think that I ever tried to parallel park it... But, it did sound wonderful. Too wonderful for my neighbours, naturally. It was the combination of the insurance (once they realized what it ACTUALLY



The late Bud Moore with a 1963/64 Mercury Marauder as raced by Joe Weatherly and restored to how it was at the start of 1964. This actual car was raced by Billy Wade and Darel Dieringer throughout the '64 season

I looked up the Bud Moore Marauders.

Moore had been a Pontiac team, until GM pulled the pin on assistance to NASCAR teams in 1963, when he switched to Bill Stroppe built Mercury Marauders with Ford's FE Series 427 side-oiler V8s under the bonnet, complete with the rather naughty high riser heads that were outlawed by NASCAR in 1965. Moore's lead driver, Joe Weatherly, who had won the 1962 NASCAR Grand National title, successfully defended his title in 1963 in the Bud Moore Pontiacs and Mercurys, with a few other drives thrown in. For 1964, a new front clip made the Moore Marauders into 1964 models and Weatherly set out to take a third successive title.

All went well until the Motor Trend 500 at Riverside. Weatherly was leading the points table at this stage and was favoured to take the title. At Riverside he wore only a lap belt and helmet for protection. Shoulder belts were

After Weatherly's death and other serious crashes, safety rules were made much more stringent and effective, a trend that has continued to this day with the development of much better fire extinguisher systems and driver restraints including HANS devices. Window nets are now compulsory. It's all too late for 'Little Joe' Weatherly.

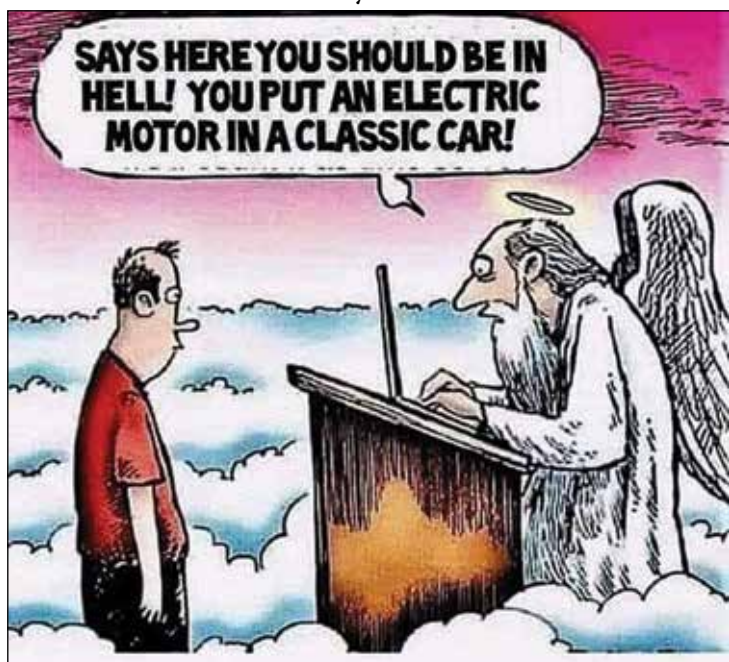
Memories...

I've been talking to and emailing various people about the old days and it has brought back memories of my first close acquaintance with the motoring press. It was back in 1958 when my family moved to a big old house in Davies Road Claremont, near the intersection with Alfred Road. Directly across Davies Road was a sawmill and the Claremont Swamp (it has since become known as Lake Claremont, but back then it was 'the swamp').

Our place was on a double size block, about half an acre, with a two chain frontage. That's 44 yards or 40.23 metres across the front of the block. The old house is long gone and the block has a bunch of town houses on it now, but that's progress.

There was a gate in the left side fence in the back yard that led to an alley that ran up the side of our block then turned sharp left and led out on to Alfred Road, directly opposite Graylands Primary School (now Mt Claremont Primary). To your right as you headed down the lane to Alfred Road the house was occupied by the Fussells, Ron and his wife and small children. Ron worked for Shack Motors and away from work was the Sweep on the North Cottesloe Surf Club surf boat. He also had a huge collection of motoring magazines – Wheels, Modern Motor and Motor Manual mainly – that I devoured.

We lived there for a few years and I was able to learn a great deal about the cars that were available in Australia as well as rallying and motor racing in Australia, although the emphasis was on the eastern states for the competition stuff. One car I do remember was the Lotus Super Seven, being sold by the Geoghegan brothers as a kit for £1400 plus shipping from the east coast. It had a 1340 cc engine from the Ford Consul Classic tuned to give 85 bhp (63.4 kW) and it weighed 8½ cwt (that's hundredweight for you youngsters, each one 112 lb – pounds – which is just less than 51 kg) which is 432 kg. In old money it had 200 bhp per ton, metrically 146.8 kW per tonne. Is it just me or was life simpler in imperial measure?



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Unforgiveable Sin!

I pinched this cartoon from the February issue of *Healeys West*, the magazine of the Austin Healey Club of WA, which is edited by our esteemed Secretary, David Moir.

David makes sure I get a copy of *Healeys West* each month and it is a good read. He is helped by a number of Healey club members who supply stories and

photographs. If the same proportion of our members were to supply words and pictures, *Vintage Metal* would be bloody enormous! Just a thought...

Badawi Trail

HERO-ERA, formed from the Historic Endurance Rallying Organisation and the Endurance Rally Association, runs many long distance classic rallies and the latest is The Badawi Trail.

It was advertised in the latest issue of *Octane* magazine and will take competitors from Aqaba in Jordan via Petra, the Dead Sea, Amman, Wadi Rum, Tabuk, Al Ula, Madinah, Jeddah, Taif, Al Wahbah, Riyadh, Liwa Oasis, Hameem, Al Ain, Jebel Akhdar, Sur, Muscat and Fujeirah to Dubai. No, I've never heard of most of those places either, but it sounds interesting.

What caught my eye wasn't the exotic middle eastern place names, but the photograph that was used in the advertisement. Who would have expected an EH Holden to feature in the advert for an international classic rally.

By the way, Badawi is Arabic for Desert Dweller.

The ancient kingdom of Jordan is the crossroads between Asia, Europe and Africa, as well as being a crucible of culture along the Palestinian axis, and next autumn it will be the staging point for one of the most exciting adventures ever conceived by HERO-ERA, the Badawi Trail to the Last Oasis.

The Badawi Trail (Badawi is Arabic for Desert Dweller) winds its way from Aqaba to Dubai, over 16 days of discovery this is a route that will challenge your inner Beast, then desert flow to soaring mountains, travelling to tracks cut into the sand by pilgrims, armies, explorers and nomads, and through landscapes that until recently, have seldom been seen by the western world. It's time to throw on your Dues and discover the wonders of the roads that lead to Eden.

The route will pass by three wonderful places: Aqaba, Petra, Dead Sea, Amman, Wadi Rum, Tabuk, Al Ula, Madinah, Jordan, Taif, Al Wahbah, Riyadh, Liwa Oasis, Hameem, Al Ain, Jebel Akhdar, Sur, Muscat, Fujeirah, and finally Dubai.

7,500 km
16 days
Advanced
HERO-ERA.COM
HERO-ERA

Bob Campbell
Vintage Metal Editor

MARCH MEETING GUEST SPEAKER

March Meeting Guest Speaker

Every year, except when prevented by COVID-19, the International Motor Racing Research Center holds the Michael R. Argetsinger Symposium named for the late Michael Argetsinger (1944-2015), an award-winning motorsports author and longtime member of the Center's Governing Council. No, I didn't spell centre incorrectly, the IMRRC is based in the USA, at Watkins Glen, and therefore its name is spelled the American way.

In November 2022 at the Symposium, a paper was presented by Katharine Worth, a Western Australian PHD candidate from UWA, on the subject of *'Speed – the Secret of Civilisation': Politicising Grand Prix Racing in 1930s Germany and Great Britain.*

After being contacted by Editor Bob Campbell, with the help of the VSCC's friend in North Carolina,

President of the Society of Automotive Historians Don Capps, Katharine has agreed to be our guest speaker at the March general meeting on March 13, where she will present a talk on the same subject.

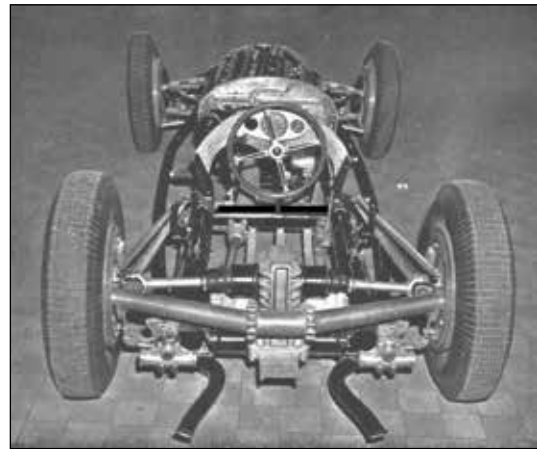
The club is hoping for a large turnout of members to hear this fascinating talk, that covers the development of and political machinations behind the legendary Silver Arrows of the period 1934 to 1939. Much has been said and written about the dominant Mercedes-Benz and Auto Union racers of that period. Katharine has dug through many archives to establish the truth behind the legends.

The talk will be illustrated by photographs and other illustrations projected on our screen. I have heard the presentation to the Symposium and Katharine is well worth listening to for anyone interested in the history of Grand Prix racing.



Left: Auto Union driven by Hans Stuck at the Klausen Hillclimb.

Right: The chassis of the 1937 Mercedes-Benz W125, which set the style for Grand Prix chassis up to the late 1950s.



Above and right: Paintings by Robin Falconer of (above) 1937 Mercedes-Benz W125 and (right) Auto Union Type C.



DAD'S ARMY NEWS



Barry Mackintosh (left) and Peter van der Struyf (right) look over the project car while Glyn Allison works on the front suspension.

Project Car

The Standard Willys Special is proceeding, although Barry Mackintosh's injuries did slow things down a bit. The engine is complete and ready to be fitted to the chassis and the gearbox has been overhauled. There is some progress on the bodywork, too.

The wheels are fitted and equipped with nice new tyres, which look great. The car should be ready to compete in VSCC events by later in the year and we are all looking forward to that.

Recruitment Drive

The Dad's Army Recruitment Drive is not having great success so far. It is important that we get some younger, fitter and willing volunteers to join the ranks of Dad's Army. As with the current clubrooms, it will be Dad's Army and friends that accomplish the fit-out of the new premises. Without an injection of new members, the fit-out will be a slow process.

The club has 382 members as reported at the AGM. If even 10% of those were to join Dad's Army, it would help enormously in completing the many tasks we look forward to in the near future. Read Ross Oxwell's *Whiteman Wise-ups* on page 12 above to find what needs to be done.

to it, and the gatherings around the morning tea table are great fun as we solve the problems of the world and reminisce about how things used to be. Come along to one of our Tuesday or Saturday meetings and relax with a (generally) cheery bunch of dedicated petrolheads.

Note the dates shown in the table below and come along. The billy will be on for tea or coffee from 8 am on each day and the work, usually tidying the building or grounds or working on the project car, starts around 9 am.

Galloway Engines Visit

Before all of the COVID-19 problems reared their ugly head, we had arranged a Dad's Army visit to Galloway Engines in Pinjarra for a guided tour of the engine reconditioning facilities. Now that COVID is not ruling our lives, the trip is on again and Graeme Whitehead is arranging a suitable time and date. It will be a Saturday morning and more details will be circulated as soon as they are arranged.



Dad's Army members and friends gather for morning tea at a January 2023 Tuesday meeting.

The Scribe

DAD'S ARMY DATES - 2022-2023

	WORKSHOP SATURDAY	SECOND LAST TUESDAY	LAST TUESDAY
MARCH	11	21	28
APRIL	11	18	24
MAY	6	23	30
JUNE	10	20	27

2022 IN REVIEW

Photographs by Bob Campbell except where shown.

Just when you think the COVID-19 pandemic is over...

2022 started out well, but there were a couple of hiccups along the way. The first of these was when our esteemed Premier hit us with a snap lockdown at the end of March, which resulted in the cancellation of the events at Northam, the Lindsay Monk Hillclimb on the Saturday and the Northam Flying 50 on the Sunday.

Otherwise, the year started well, with plans for the new clubrooms in Whiteman Park well on the way, or so we thought. Dad's Army had the Standard Willys Special under way with help from Graeme Snape, owner of the Amilcar Willys historic racer, who advised on such things as oil pumps and bottom end bearings. He even sent plans of an adapter to fit a Holden Red Motor oil pump to the Willys 77 engine.



D Randy's snowbound MG TF in Maine 1963.
D Randy Riggs photograph.

The February issue of *Vintage Metal* reported on these matters and also included a great story of a trip from New Jersey to Maine in November 1963 in an MG TF, written by now retired Editor-in-Chief of *Vintage Motorsport* magazine, D Randy Riggs. The trip was not without incident, but fortunately the heavy snow didn't arrive until after the 17-year old D Randy's safe arrival in Maine.

Other stories included reviews of *From Brands to Indianapolis* and the *Australian Motor Racing Yearbook for 1980/81*, newly donated to the club library by Ivan Michelsen and 'Heza Henry's' J K and Square Riggers Update that included reports on Thierry Michot's 1936 Singer Bantam Special, Jack del Borello's Weekes Special Ford V8 and how to record your car's past for posterity.

Filling out the magazine were a review of 2021 and photographs of the 2020 Vintage Stampede and Jack's Hill Hillclimb from Graeme Howie of Sport Pixx Sport Photography (www.sportpixx.com.au) and our own David Moir plus a history of the Amilcar Willys, which shares its motive power with our project car.

The March issue had news of the signing of the lease on the Whiteman Park site. The block was fenced with a kangaroo-proof fence as required and the shed that will form the basis of the clubrooms was ordered. There were optimistic hopes that the main building would be erected by about August. Hmm...

The same issue continued the series of photographs from the Caversham era with a detailed description of the career of the Doug Green Cooper JAP. It was finally completely rebuilt by Hilton McGee, who had to recast some fairly major parts of the car. I was at Wanneroo Park when Hilton took the car out for its first test. He came in after one lap to remove his dentures. The vibration from the rigidly mounted JAP V-twin kept shaking his top plate loose! .

This issue also saw the beginning of a recruitment drive for Dad's Army, with concern being felt that the regulars of Dad's Army were getting on a bit and some younger, fitter members were needed to assist with commissioning the new clubrooms.

In the lead-up to the Northam Flying 50, a brief history of the original race, held annually from 1952 to 1956, was published in the March issue. As I said above, the event fell victim to the COVID-19 lockdown.

The Heza Henry column reported the passing of Jack Cocks, father and great supporter of the Cocks brothers, Graeme and Rodney.

Henry also remarked on the way the Green Lobby seems to have it in for our older model cars He pointed out that clubs in the UK are looking closely at carbon offset plans to make club activities carbon neutral. He suggested that we adopt a portion of Whiteman Park and do our own bit of 'carbon capturing'.



The Whiteman Committee hard at work planning the layout of the block, clubroom and workshop/store on February 15.

Clockwise from left: Brian Eyre, Barry Mackintosh, Ross Oxwell (Chair), Graeme Whitehead (obscured), Mark Jones, Chad Raven and Kevin Dorn. Picture and caption from the March 2022 issue

April and the Flying 50 was postponed, but the lack of a suitable alternate date meant that the postponement developed into a cancellation. The Lindsay Monk Hillclimb was also cancelled as it needed the support of Flying 50 competitors to achieve enough entries.

The need for a toilet on site at Whiteman Park was met by Dad's Army volunteers, who built a cheap garden shed and installed a camping toilet. There is even a small wash basin, so it is probably better than the average site toilet. Motivation Foundation confirmed its commitment to helping with site works as part of the training programme



Kevin and Brian assemble the shed/toilet

it runs for young people. The work could not start officially until full approval was received from the City of Swan, so only training exercises could be performed at the site.

Dad's Army also supplied the manpower to prepare the site by removing pigface and straggly grass. Lindsay Hamersley brought along his Bobcat to help scrape the ground clean. Steve Gilmour brought two wheelbarrows and an assortment of rakes to an impromptu rake day, to be joined by others with their own rakes and shovels.

Other articles in the April issue included the story of Dad's Army and the Caversham Clubrooms, told by Paul Wilkins, who was the founding organiser of Dad's Army. The editor dug out the VSCC newsletter for November 1992 and extracted the report on that year's Albany Classic, while John

Napier-Winch told us about how his mother-in-law's cousin was involved in the original Lotus Elan bodies, as well as the original Daleks for Dr Who and a model of the Titanic for the movie *A Night to Remember*. Racing safety was addressed by articles about the correct installation of safety harnesses and the specification of fire extinguishers for competition cars.

There were more photographs from Caversham, Heza Henry got cranky about people who 'restore' old cars by fitting them with modern crate engines and Randle Beavis told us the story of the Northam Car Club. Altogether a great issue.

In May we reported that Mary Ann Stewart-Richardson had passed along the original VSCC Membership Register to the club. The register, created by Doug Firth and looked after in later years by the late Ross Martin, is complete up to Members # 350. Mary Ann hoped that a member with suitable calligraphic skills might bring the register up to date. It is a beautifully leather bound record of the earlier years of the club and its members.



Lindsay has the Bobcat up on two wheels

The April and May issues of Vintage Metal had news of two new sponsors for the club, Radlink Communications and SETS Enterprises. Radlink will provide state of the art communications for the organising team at our events and SETS will be performing the regular tests required for our fire extinguishers. Wanneroo Agricultural Machinery also came on board with sponsorship in the form of a tractor loaned to the club, and ably piloted by Barry Mackintosh, that was invaluable for site work at Whiteman Park. See page 11 for details of our sponsors.

The May issue featured the Bartlett Special, telling the story of the car and Jack Bartlett from when he first began to modify the Salmson through its move to Australia and its acquisition by the Mackintosh family through to the present day. Also in that issue was the story of Ed Farrar's MG J2 Special, from when it was built by Roger Cadogan in England through its career in the hands of Ed to its forced retirement when Ed's deteriorating health prevented him from driving it.

The monthly progress report on the new clubrooms featured the new builder's toilet and site works, such as we were allowed to complete. There were still hopes that the building would be up and complete by Christmas.



The editor looked at possible paths to the future for the club in his Ramblings, including different events, an extended range of eligible cars and working with other clubs. Heza Henry looked at T-Model specials and the tuning equipment that was available for the flivver in the 1920s. You could make a remarkably quick racer out of your Tin Lizzie a century ago.

As we reached the halfway mark in the year, we celebrated Dad's Army stalwart Peter van der Struyf's 90th birthday. We also noted the passing of Tony Brooks, the last surviving F1 Grand Prix

winner of the 1950s, also aged 90. As well as tributes to our own nonagenarian and the late Mr Brooks, the book review in the June issue was of Juan Manuel Fangio's autobiography.

Less aged was the subject of the member profile in the June issue, Randle Beavis. Randle supplied his own profile, a fascinating story of a lifelong love affair with fast cars.

The magazine also described the creation of the hand washing facility for the site toilet. Pictures of its creation accompanied Ross Oxwell's monthly progress report. Filling out the magazine were a report of the club's involvement with the Classic Car Show and Heza Henry's preview of the Red Dust Revival, scheduled for September 19 to 25. The usual Caversham photographs were supplemented by shots from Bathurst in 1938 from



Peter's family gathered on Easter Saturday for an early 90th birthday celebration. Left to right: Twin daughter Bronwyn, son Dirk, Peter, other twin Selby and Peter's wife Cynda.

the Dave Sullivan collection. Bathurst was a dirt track back then and modern safety fences were a distant dream.

Mark Duder contributed the story of how his Alpine A110 became an unlikely wedding car for the daughter of a former Alpine engineer. Dig out the back issue from the club web site. It's a fascinating story.

In June the VSCC and the Albany Classic Motorsport Club ran a very successful Albany Classic weekend, with the Mt Clarence hillclimb on the Saturday and the Round the Houses regularity trials on Sunday. Photographs of the event were supplied by friend of the VSCC Graeme Howie of Sportpixx, Nicole Lothe and Mick Burke, which led to a great photo gallery in the July *Vintage Metal*. Graeme supplies many photographs for the magazine but he has many more shots of VSCC and other events listed on his web site at www.sportpixx.com.au. You can order copies of photographs of

your car from Graeme through the web site.

The July issue also included a moving tribute to our late founder member Peter Briggs written by Graeme Cocks on behalf of the Briggs family. Fittingly, the book review in this issue was of *Chassis 141 - The Story of the First Le Mans Bentley* by Clare Hay. It is the story of Peter's pride and joy, the 3-litre Bentley that was the first Bentley to run in the Le Mans 24 Hours race, which Peter had restored to as close as possible to its original 1923 specification. The editor also reminisced about Peter in his Ramblings.

Ross Oxwell contributed his usual progress report on the new clubrooms, describing the great training sessions that the Motivation Foundation had been conducting on our block. There was also some hint of the delays that could be caused by bureaucracy.

Other sad news was that John Weekes, of the family that owned the Weekes Special being restored by Jack del Borello, passed away in June.

Dad's Army were working away on the project car and Jack del Borello had come up with excellent logos for both the Dad's Army Racing Team (DART) and the Standard Willys Special. Dad's Army were also looking for volunteers to join the group, which has been providing most of the volunteer labour for the clubrooms, a project that really needs more younger and fitter participants than the relatively ancient Dad's Army mob.

The Caversham Days photographs were limited to one page, but the text and three photographs explained a lot of the stories behind two Morgan based specials, the Ranford Morgan that developed into the VMS and the R4 that became the Repco Holden Sports.

The August *Vintage Metal* saw the Caversham cars come back with a vengeance, with four pages of photographs from the Dave Sullivan collection including a couple from Albany when there was an annual race meeting around the streets plus the hillclimb at Mt Clarence.

Classic and historic cars, racing and technology were the theme with Heza Henry writing about prewar specials, the editor contributing a story about Sprites, Midgets and Spitfires (Spridgefires as a group) and their suitability for our events and the books reviewed being *Racing and Sports Car Chassis Design* by Michael Costin and David Phipps and *Scientific Design of Exhaust and Intake Systems* by Philip H Smith.

For September, the magazine invited members to take part as competitors or officials (we're always short of those) at the Collie Coalfields 500. It also marked the real start of my army of pedants who help identify the cars, drivers and sometimes the venues for the Caversham Days photographs.



Peter Briggs with his pride and joy, the first Bentley to race at Le Mans.

Sad news in that issue included the passing of John Glasson locally and Paddy Hopkirk on the international scene. Ken Devine helped with photographs for a tribute to John, while the best way to mark Paddy's passing seemed to be to review his biography, *The Paddy Hopkirk Story* by Bill Price with Paddy Hopkirk.

Just to make producing the September issue more interesting, I was scheduled for open heart surgery on August 19, but contributors rallied round and the September issue went out a little early, pre-surgery, while the October issue was helped along by stories from Chris Ralph, purchaser of Stan Robson's MGB, telling of how it has developed into a useful but still road-going Group S racer, Ray Stubber, who told of his rent-a-racer trip to Laguna Seca in California and Paul Blank, who described the European Car Tours he runs for enthusiast tourists. It is worth digging out your copy of the October *Vintage Metal* just for those stories, or chase it up on the VSCC web site.

The editor was recovering well by the November issue and VSCC members were busy sending me photographs of various events including the Red Dust Revival 2022 at Lake Perkolilli, French Car Day and the Coalfields 500 at Collie. The last of these was a bit lacking in photo coverage as my usual team of photographers was otherwise engaged, so Michael Broughton supplied a number of shots of competitors. Perkolilli related was *Ted's T*, the story of Ted Mumme's Model T that he shipped from Darwin for the Red Dust Revival.

The Caversham Days photographs were all corrections of my suppositions from previous issues. Rod Waller identified several cars and drivers with strong support from Ken Devine and John Hurney. Once they had pointed me in the right direction, I could fill in some details from Terry Walker's book, *Around the Houses*, and his lists of race results from the 1950s and 1960s.

On to the final *Vintage Metal* of the year and there was a lead-up to the Vintage Stampede, held at Collie in 2022 after a booking problem at Wanneroo Park. The calendar for 2023 was



Ray Stubber and rented Crossle heading out through the Laguna Seca paddock.



Ted's T sitting in the VSCC of WA clubrooms at Caversham, still proudly wearing its coat of Perkolilli red dust.

included in this issue. A follow-up article by Paul Blank described the Dick Ward Fiat 600 Abarth Rotary. Dick was the guest speaker, with the Fiat, at the November VSCC meeting.

That meeting included the AGM, so the slightly revised Management Committee was also listed in the December issue. Good news in the magazine included Life Membership awarded to Rob Ozanne. Sad news was the loss of founder member James Harwood. Less active in recent times, James was a avid reader of *Vintage Metal* and kept up with club affairs. If I made a mistake in historical facts, James was very quickly on the phone to let me know, and I enjoyed many conversations with Gentleman Jim, not always about mistakes.

The various permits for the clubrooms were finally issued and work began in earnest. The main structure of the building was up by the end of December and the floor should be poured sometime in February.

If you haven't read the December issue, I recommend it to you. The minutes of the AGM include the President's report on the club year. There are calls for volunteers, a progress report on the clubrooms and an interesting Dad's Army

News. Naturally there is a tribute to James Harwood, a report of the restoration of Ed Farrar's Lancia Stratos, pictures from the London to Sydney Re-Enactment and a report on the first Brabham's Repair Café. This last is to be the first of a series of regular workshops to be held at the clubrooms.

All in all, 2022 was a year of changes and we look forward to 2023 with its promise of new clubrooms and possible new events. It is your club. We need you to get together with other members to make it an even better club, with interesting events and, dare we suggest it, some sort of social activity to bring members together.

Well, that was 2022. With our new clubrooms at lock-up stage it is time for the members to take over the site and complete the fit-out of the building. A small group of members has worked hard to get things to this stage. Please join Dad's Army or contact Ross Oxwell ((08) 9401 1449 or broxwell@westnet.com.au) to join the volunteers.

46th HISTORIC WINTON

27th and 28th May 2023



www.historicwinton.org

Winton Motor raceway, Benalla, Victoria



Austin Seven Club Inc. A0003290N | Photos - G. Rosewarne and SDPios

PHOTOGRAPHS FROM CAVERSHAM DAYS

The photographs on this and following pages are scanned from Dave Sullivan's collection of shots from Caversham, or from the Ken Devine collection. 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.

Ken Devine tells me that this car is the Peugeot powered Alpha not the Sevin that was Vin Smith's last car. The Alpha became Vindid with everything reversed. This crashed at the Byford Hillclimb in 1963. The remains were sold to Dick Ward who built his first car.

Next came a rear engine car called Govin and then this was rebuilt and called Sevin which Vin used up until his retirement when Wanneroo Park opened. Ken believes Vin then went Beach Buggy racing at Lancelin.



Ken Devine came up with this action shot of Vin Smith in the Alpha in 1960 at Caversham.

Rod Waller came up with some further memories of Vin.

'I have a pic somewhere of an MG-engined single seater which Vin ran in the early/mid 50s. I never saw the car as I was introduced to Caversham in '57.

[AGP]

'His next car was the "Alpha", followed by the little rear-engined "Sevin" which later became the "Govin" with Goliath motor.

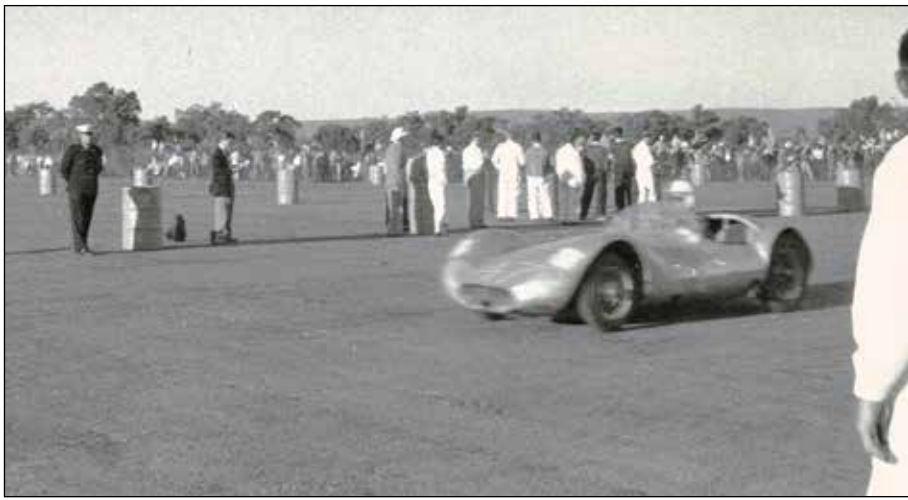
'Finally came the long, ungainly looking "Vindid."

'Didn't Vin have fun with naming!

There is a difference in sequence of cars between Rod's and Ken's memories.

Terry Walker, in *Around the Houses*, said that Vin started in competition in a

Hispano Suiza tourer! He then had a Wolseley Hornet special and several MGs. In the Wolseley he made his road racing debut at Northam with two wins from three starts. Then he raced the ex-Jack Nelson Ballot V8 from October 1953 before creating the MG-Vauxhall, cobbled up from a J2 chassis and a Vauxhall Wyvern engine. The MG special evolved into the Alpha, by which time there was nothing left of MG or Wyvern. The final Alpha had VW front suspension, MG brakes, a supercharged Peugeot engine, Morris Minor steering and a home built de Dion rear end using a Willys differential.



In the February issue, Rod Waller told us that the mystery sports racer is certainly not one of Cliff Byfield's creations and is in fact Bob Annear's s/c Holden special, Pegasus. It was engineer Bob's first attempt at bodywork.

Ken Devine also identified the Bob Annear car and provided its name. He added, 'Talking of the Bob Annear Pegasus, members of his family are trying to find out what happened to the car. The last known owner was John Collins who in 1963 during the GT craze fitted it with a hard top. After that it disappeared.'

Another Ken Devine shot, this time of Pegasus as a GT car chasing a Peugeot 203 at KLG corner on the old Caversham circuit. Note the amazing wide open spaces of the old circuit, with this shot looking down the main straight, which was about a kilometre long.



Ken Devine confirmed that this was indeed the car raced by Gavin Sandford-Morgan and Henry Short in 1960-1961, as suspected by Andrew Murray. Ken further stated that the shot is of Henry Short in the 1960 Six Hours Race.

I think I'm right this time. This is Rod Donovan hurling the humpy Holden around the wilds of Caversham. There is something distinctly odd about that left rear wheel.





Rod Waller, Ken Devine and Dave Sullivan all told me that I got this one wrong, as did a non-member friend of Ron Fabry, Max Kilgallon. Ken said, 'The car 70 with the cut down bonnet is Dick Roberts Repco powered FX Holden not Rod Donovan.'

Rod said, 'Yes, Rod Donovan's Humpy Holden was one of the quicker ones but I can't add any more other than it had a standard bonnet.'

'I think the one pictured in Vintage Metal with the sloping bonnet was Dick Roberts' Repco-headed car.'

Dave joined in, 'The pic of the Donovan car I think is Dick Roberts see page 54 of *Around the Houses* by Terry Walker.'

Ken sent me a better photo of the car.

Ken Devine's 1963 photograph of Dick Roberts' car described above. In this shot it is quite clear that the car had retained its split windscreen, which is not clear in the shot above.



Both Ken Devine and Rod Waller said there was no mystery about this car. Rod said, 'There's surely no mystery about one of WA's best known products!'

'It is of course the Byfield-Ayres Holden Sports, with Jack Ayres driving. NB; NOT "Repco Holden" at this stage.'

Rod should know. He owned the car for some years.

Ken merely said that it was the Jack Ayres Byfield Holden Sports.



A beautiful shot of Lionel Beattie in the Holden Sports at Shell Corner during the 1960 Le Mans Six Hours Race.

Humpy Holden FX chased by a Triumph TR3 at a very wet Caversham. I haven't been able to identify either driver. Over to my loyal team of pedants...



The Cecchele Motors Alfa Romeo GTA looking extremely second hand. Can anyone supply details?

A young looking Jim Harwood eases the Ferrari Tipo 625 off the trailer in the Caversham paddock. Is that bloke really wearing a suit and tie?



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