



September 2022

Issue No. 368

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

VINTAGE METAL

www.vscwa.com.au

MORE PHOTOGRAPHS AND STORIES FROM CAVERSHAM DAYS

PLUS

Invitation to Collie Coalfields 500 — VSCC News

Vale John Glasson: A Photo Tribute

Book Reviews: The Paddy Hopkirk Story: A Dash of the Irish

All the Regular Columns

**September General Meeting — Monday September 5
VSCCWA Caversham Clubrooms
6.30 for 7.00 pm**

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COVER: Harley Pederick, E-Type Jaguar, and Max McCracken, Lotus Elite, race past a marshal showing the oil flag during the 1964 Six Hours Le Mans race. Photograph from the Dave Sullivan collection.

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

VSCC OF WA CALENDAR 2022

September

- 3 Dad's Army
- 4 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 5 General Meeting
- 13 Management Committee
- 17-18 WASCC Race Meeting
- 18 French Car Festival University of WA Carpark 9 Free Admission (see page 13)
- 19 Competition Group
- 19-25 Lake Perkolilli Red Dust Revival 2022
- 20 Dad's Army
- 27 Dad's Army

October

- 1-2 Collie Historic Races Club Regularity Championship Rd 3,
State Historic Race Championship
- 2 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 3 General Meeting
- 8 Dad's Army
- 11 Management Committee
- 17 Competition Group
- 18 Dad's Army
- 25 Dad's Army

November

- 5 Dad's Army
- 5-6 WASCC Race Meeting
- 6 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 7 General Meeting and AGM
- 8 Management Committee
- 13 VSCC Open Day
- 14 Competition Group
- 22 Dad's Army
- 29 Dad's Army

December

- 4 Vintage Stampede, Collie Motorplex Club Regularity Championship Rd 4
- 4 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 10 Dad's Army
- 12 Annual Dinner, Awards Night and General Meeting
- 13 Management Committee
- 20 Dad's Army
- 20 Competition Group

DISCLAIMER: The Vintage Sports Car Club of WA (Inc.) accepts no responsibility for any problems resulting from any products, services or procedures advertised or written about in this journal. Advertisers or their representatives, outlets or agents must ensure at all times that products and/or services represented are suitable for the advertised purpose and intended use. Opinions or comments from contributors and members do not necessarily reflect those of the Club, its committee, its membership as a whole, or the Editor.

**NOTE! DEADLINE FOR ARTICLES FOR THE OCTOBER 2022 ISSUE IS SEPTEMBER 15, 2022
ADVERTISING DEADLINE SEPTEMBER 11, 2022.**

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

Minutes of General Meeting

held at the VSCCWA Club rooms, off Harrow Street, Dayton, Monday 1 August 2022

1. **Meeting opened:** 7.10

2. **Apologies:** David Moir, Steve Gilmour, Max Gamble, Paul Wilkins, Kevin Dorn, Chad Raven.

3. **Adoption of previous meeting's minutes.**

Moved: R Fabry **Seconded:** G Swarbrick that the minutes be accepted for the 4 July 2022 meeting.

Carried

4. **Business arising from Minutes.** Nil

5. **Treasurer's Report:** Account balances and cash amounts can be obtained by members from Sheryl Swarbrick. All insurances being renewed for new financial year. Final Albany RTH acquittals being processed to event volunteers (based on % of gate takings) and to road traffic management group.

Still waiting for Bendigo account transfer papers for new Whiteman clubhouse expenses account.

Members sent final reminder for new financial year. Vintage Metal magazine will not be sent to non-members from August. Several members without concessional cars have resigned.

Moved: E Farrar **Seconded:** R Ozanne that the Treasurer's Report be accepted. **Carried**

6. **Secretary's Report: Correspondence.** Presented in David Moir's absence by Sheryl Swarbrick.

Details of correspondence in and out may be obtained by members from David Moir.

Moved: M Broughton **Seconded:** E Farrar that the Secretary's report be accepted **Carried**

7. **President's Report:**

Club organisation going smoothly. Still waiting for Bendigo Bank to complete account transfer papers to new fund account for new clubhouse. CMC has accumulated funds to expend. Visitor Neil Bishop (CMC) described tax situation and how CMC can support different sized clubs.

8. **State of Play Reports**

A. Competition Committee Report. Presented by P Bartlett

i. Collie Coalfields 500 (1/2 Oct) Fee to be similar to last year. \$250 for 2 days regularity (\$300 non-members). Race is \$330 Scrutineering at Caversham 24 Sept or Fri at Collie (charged if city) JKL and Formula Ford to also run. Poster to tie in with Collie's 125 celebrations in shop windows. \$1500 W.A Govt support funding for our event. Entries out 1st week August and close 9 Sept. Tuning/practice day Fri prior to event for \$30 to Anne. Daily Collie camping fees also to Anne.

ii. Vintage Stampede (4 Dec) at Collie, back to Wanneroo in 2023. Planning a Saturday night Collie dinner and a Ferguson Valley vineyard cruise on the Sat.

B. Dad's Army: G Whitehead: Still need a new volunteer for morning tea organisation. A day run to Nungarin being planned: \$10 entry fee, \$15 with meal plus bus donation to Bus Preservation group. Other issues: possible tractor collection visit and Perkollili preparation.

C. Whiteman Park. Momentum group on site this week and intending to continue until project completed. Need to generate donation funds for clubhouse fit-out.

D. Social: Joondalup 28/29, car club show/tell 30th (?) to promote VSCCWA.

Peet/Communities event 13 November: as many cars as possible required for car club display.

11. **Regalia Report.** Embroidery group has been contacted by MB for pricing.

12. **Membership.** Nil

13. **General Business.** Various trophies from 2020/21 presented by M Grogan

16. **Next meeting:** Monday 5 September 2022

17. **Meeting Closed:** at 7.50pm

The

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Unit Trust



Wanneroo Agriculture Machinery is a family business that is also part of CASE IH dealers based in Woodvale, 6026, Western Australia.

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VSCC NEWS

VSCCWA Coalfields 500 — State Championship Race & Regularity

The VSCCWA Organising Committee for the Coalfields 500 has issued the following for all intending competitors in the event:

The VSCCWA invites members and competitors to enter the Coalfields 500 at the Collie Motorplex to be run on 1st and 2nd October 2022. We are looking forward to a big turnout to the annual historic event in Collie. The Event will run over three days with practice available on Friday from 14:00 to 17:00 (\$30 per car) and competition on Saturday and Sunday.

Scrutineering for vehicles without Motorsport Australia logbooks will be carried out at VSCC Caversham clubrooms or the usual regional centres. All Competitors will be required to complete the Motorsport Australia Self-Scrutiny Declaration and Checklist attached to this invitation and forward with their entry form to **entries@vscwa.com.au** or VSCCWA Entries, PO Box 7277 Spearwood WA 6163.

Entries without the completed Declaration and Checklist WILL NOT be accepted.

The following attached forms or documents MUST be completed and submitted with your entry.

- Entry Form (not required for online entry) – completed with all the competitor and vehicle details.
- Motorsport Australia “Risk Warning, Disclaimer and Indemnity Form”
- Motorsport Australia “Self-Statement of Vehicle Compliance Form”
- Motorsport Australia “Self-Scrutiny Checklist Form”
- Copy of your current Club membership card. (Motorsport Australia affiliated)

All Motorsport Australia competition licences will be checked on-line to verify they are current. Motorsport Australia have offered extensions regarding payment of memberships, so if you are not sure that your licence is current you must check on the Member Portal or with Member Services at:

memberservices@motorsport.org.au

Drivers of logbooked vehicles subject to the Targeted Scrutiny regulations will be required to present their vehicle log books and certificate of description (if applicable) to the scrutineers prior to the running of the event.

Entry lodgement will be on-line through Motorsport Australia Member Portal, via email to

entries@vscwa.com.au or via post to VSCCWA Entries, PO Box 7277 Spearwood WA 6163.

The Event Supplementary Regulations and Event Programme will be posted on the VSCCWA website: ***http://vscwa.com.au***

Entries CLOSE Friday 9th September , and we request that you please get your entry paperwork in early as there will be a large amount of forms for us to process prior to the Event.



FOR SALE

Matched pair of Guide Motorlamp Tilt Ray headlamps. Tilt Ray lights were developed in 1924, which marks the earliest date that these lights could have been made. They were almost certainly manufactured before General Motors bought the company in August 1928, as GM renamed the company the Guide Lamp Corporation and these lights are branded Guide Motor

Lamp Manufacturing Company, Cleveland, O[ho]. The Cleveland plant was closed in 1930. Tilt Ray headlights were used by Buick, Pontiac, Oldsmobile and Reo. If you have a 1925 to 1928 model of any of those brands, then these headlamps will provide authentic illumination for your restored car.

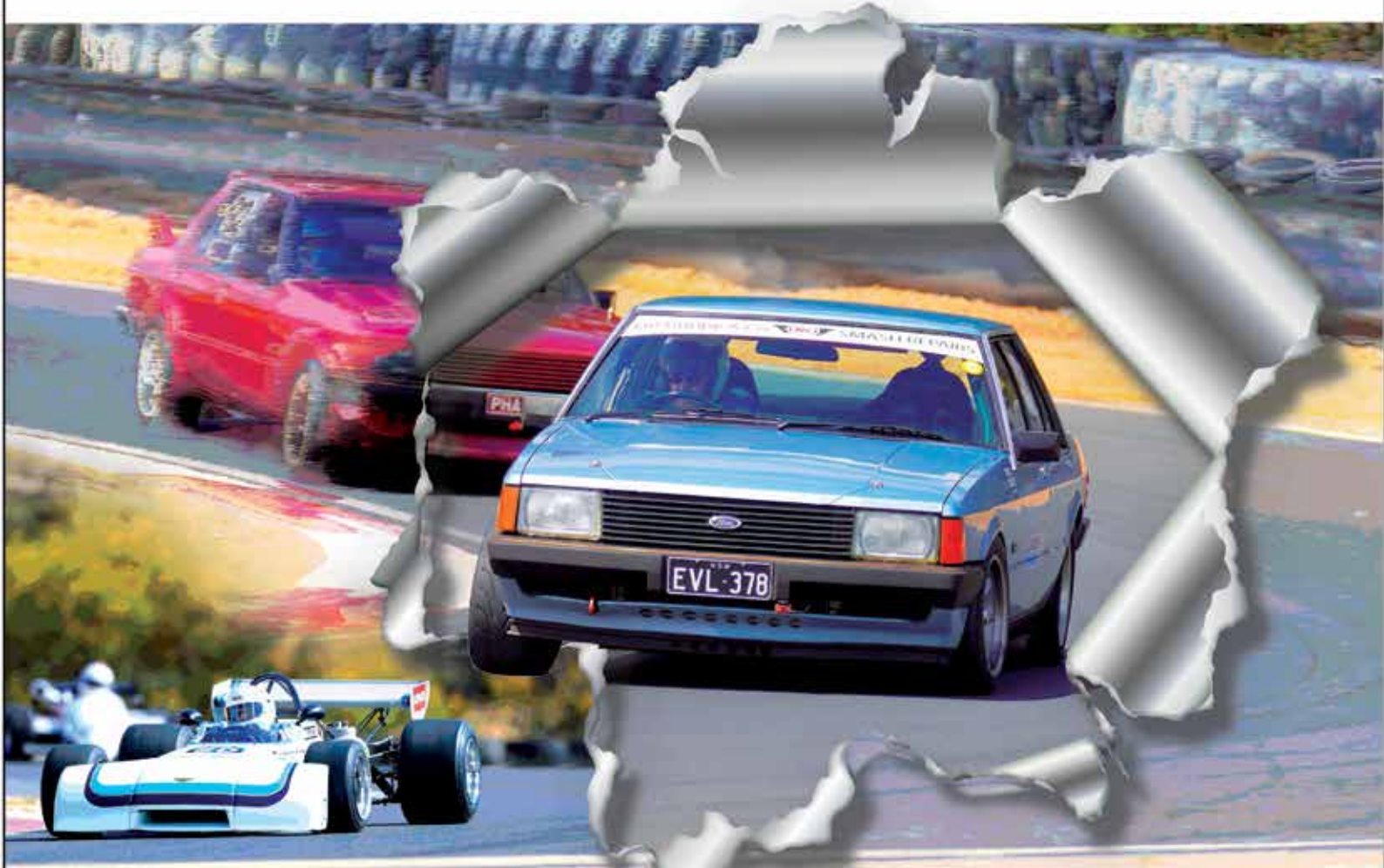
**Contact Peter Schofield on 0408 956 540
or email peterschofield63@yahoo.com.au
and make him a sensible offer.**



2022
HISTORIC



COALFIELDS -500-



ENTRY FEES:

Members

Race = \$280
Regularity = \$250

Invited

Race = \$330
Regularity = \$300

Friday Practice

= \$30
(2pm to 5pm)

For further information contact: entries@vscwa.com.au

COLLIE MOTORPLEX 1ST & 2ND OCTOBER

2 day Motoring Event for Race & Regularity

Featuring Classic Race Cars & Historic Touring Cars including the Trevor Roy Young Memorial Event.



Wylie Wheels & Art Weekend Extravaganza



Arts & Crafts Expo

16 to 19 September 2022
Wyalkatchem Town Hall

Calling all artists

Expo open to ALL
West Australian
Artists to exhibit FREE:

Perth Based Artists:

Artworks can again be dropped off at
Jacksons Drawing Supplies
Balcatta store
on a date TBC and will be returned to
the store at the end of the Expo.

Sat to Mon 17-19 Expo open 9:30am –5pm

Members of the WSAG will be in attendance
and completing artworks -
Other visiting artists are free to join them
with free use of acrylic paints and brushes
*canvases available at cost price
**Morning and afternoon tea will be available
for a small fee.**

Other events on weekend include

Indigenous Art Workshop
Lost Wax Sculpture Workshop
Bus trips to Wild Flower Reserves
Indigenous guide in flower and bush tucker
recognition.

*Artists entry forms including conditions are available at
www.wyalkatchemcrc.com*

*at the Wyalkatchem CRC or Call 08 9681 1500
Lot 5700, Railway Terrace, Wyalkatchem*

**16 to 19
September
2022**

**Gold
Coin
Donation
To View
Artworks**



Vehicle Competition

17-18 September 2022

Railway Terrace Wyalkatchem
Full Welcome Saturday with
Show & Shine Sunday

Show & Shine in the main street for
Cars & Bikes

Guided Wildflower Tours operating
ALL weekend

Visit other Points Of Interest including:

Art Expo 16-19 Sept

Wildflowers

Museum

Kids Events

Face Painting

Magician

Market stalls

\$20

Registration for Show & Shine includes:
Saturday Evening Arts viewing &
Country Style Burger plus
weekend entry into the
CBH Agricultural Museum



WHITEMAN WISE-UPS



The result of the training sessions for the Motivation Foundation students at Whiteman Park.

Very little has happened in this past month at the Whiteman Park lease. The school kids from Motivation Foundation have been on holidays, the students that were the previous mid-year intake have graduated, and there's a new mid-year intake that needs all the induction before being let loose on the machines. Then of course there's been the weather — even professionals would have been rained-off. As the weather improves, so they'll be back, their supervisor saying he'd like to stay out there until the programme is finished.

We are still awaiting the Certificate of Design Conformity to be signed off by our Registered Building Surveyor who was kindly recommended to us by member Paul Wilkins. With that we can then go to the City of Swan with our completed Building Application, which if approved, will allow us to have our Coastline Shed erected.

The shed will be completed to a bare lock-up stage. Before the concrete floor is poured we will need to install all of the

penetrations and all associated underfloor pipework as well as conduits for electrical distribution. The next step will then be termite protection, waterproof membrane, and 125 of concrete.

We, us, our members will then need to construct and furnish our internal toilet facility, male, female and disabled, and install our septic tanks, pipework and leach drains under the supervision of licensed plumber member Steve Gilmour. The electrical distribution will need conduits to be fixed and cables drawn for light fittings and power points, all connections being made by licensed electricians. When the building is erected we will need to connect our three-phase cable from the supply point at our front boundary to our new switchboard cabinet. That will involve dragging the heavy cables through 100mm diameter plastic conduits, to be buried 900mm underground, the required 85 metres point to point. We will also need to install emergency lighting and exit signage.

The meeting-room end of the building will need to be lined with Gyprock and a kitchen and bar constructed as well as facilities for library and merchandise.

The workshop end will need to have bench-work constructed and installed, with some hardwood lining above for shelving. We will be looking for industrial racking and lesser storage shelving for our stores area, so if you've got an "in" somewhere, or you know of some place changing their layout with redundant items of this nature, please let me know — we can find places to stick stuff for the interim if the time is now for removal.

We, us, our members will need to do this work because we simply don't have the money to pay someone else. We do have a few people with the skills necessary, but they can't, and shouldn't, do it all by themselves — it's our Club, and we should be proud of it! Together we can build something of on-going value while we defeat the onset of old age — Act, Belong, Commit!

Ross Oxwell

Chair, Whiteman Committee

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

McLaren Sneakers

Bill Buys sent me news of a great accessory for your new McLaren, 'breathtaking APL sports shoes, complete with Load 'n Launch technology'. The APL/McLaren HySpeed is an all purpose performance running trainer.

The shoes have a microfibre heel with extended wings and an internal advanced fitment system with three-piece cushion heel padding and APL's signature Souffle Sockliner.

They come in a variety of colours, but the McLaren Orange pictured is the outstanding one. Who could resist it? And they're only \$AU650! Bill said: 'I was sold the moment I read about the Souffle Sockliner.'



EDITOR'S RAMBLINGS

Thank You for Your Help and Support

Thank you to everyone who sent messages of support and those who got their ads and copy to me early for this September issue.

I needed to make sure that the magazine was ready for distribution before I go into hospital on August 18, and early submission of copy and advertisements made this much easier.

I shall be in hospital for about a week, basically until about the weekend of August 27 and 28 and I shall not be allowed to drive until about the beginning of October, so I shall be asking for your assistance in getting all of your submissions, photographs and advertisements to me for the October issue.

I'll be able to drive the computer in plenty of time to get the October issue out.

Farewell to a Rallying Giant

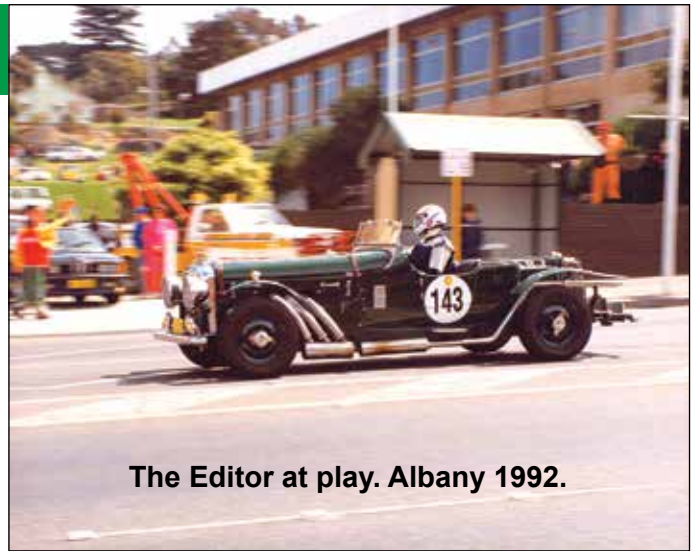
On July 21 we lost one of the giants of the golden age of rallying. Paddy Hopkirk was 89 when he died. A giant in his field, although he first found world fame in a Mini, Paddy was a winner in many events from his early days in Ireland in a VW Beetle to his final win in the 1990 Pirelli Classic Marathon in, what else, a 1275 cc Cooper S with

Alec Poole.

The best way to get the full picture of the late Patrick Peter Barron Hopkirk is to chase up a copy of his biography, reviewed on page 16. The review also includes possible sources of the book, which was published in 2005.

I have included the photos from the back cover of the book here, showing Paddy and a couple of his many and varied competition outings.

The top shot is of Paddy outside his 16th century home in the Chilterns with '6 EMO', the Mini in which he won the Pirelli Classic Marathon and a new BMW MINI. Lower left is Paddy in the Wicklow mountains in his TR2, competing in the 1955 Leinster Trophy, a real road race. Bottom right is Paddy getting out of shape in one of Geoff Healey's Austin Healey 3000 race cars at a Silverstone test session in October 1964.



The Editor at play. Albany 1992.

Graeme Howie and Sport Pixx Sport Photography

Professional photographer Graeme Howie is a friend of the VSCCWA and provides many photographs of our events for use in this magazine. He has supplied photographs of the J, K and Squareriggers tuning day at Collie on July 22, some of which I have used to illustrate the *JK and Squareriggers Update* article in this issue.

If you are looking for photographs of your car at any VSCCWA event or at the Red Dust Revival events at Lake Perkolilli, go to Graeme's web site at sportpixx.com.au and follow the instructions to view the photographs from that event and to order copies from Graeme.

Please use Graeme's services as he has been of invaluable assistance to the club in supplying excellent images.

Vale John Glasson

About 60 years ago when I was still a beardless youth I would ride my bicycle from my home in Claremont to Caversham to watch the motor racing. I would be joined by a friend who lived in Bulwer Street in what is now known as Northbridge and we would generally settle down at Bugatti Corner to watch the action.

We saw Dave Sullivan Senior lift the right front wheel of his grey Holden through the corner, but the most exciting racing was between John Glasson in his Austin Lancer and a small flotilla of Simca Arondes.

Was Austin Lancer the answer? I don't remember, but it was damned good racing.

John passed away on July 21. We can remember him through a photo tribute on page 14. He was one of the longest serving drivers in the WASCC, starting in 1958 and racing well into the 21st century. We shall not see his like again.

Bob Campbell



Dad's Army Needs You!



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



Dad's Army Christmas lunch 2021

Standard Willys Special project car

Preparing site for new clubrooms

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

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

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

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

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



Setting up scrutineering tent

Fencing the new clubrooms site.

Other project, the Perkolilli Singer.

Participation, Practice, Perseverance, Preparation, Performance

DAD'S ARMY DATES – 2022

	WORKSHOP SATURDAY	SECOND LAST TUESDAY	LAST TUESDAY
SEPTEMBER	3	20	27
OCTOBER	8	18	25
NOVEMBER	5	22	29
DECEMBER	10	20	

DAD'S ARMY NEWS



Dad's Army Racing Team (DART)

The Dad's Army Racing Team had two entries for the Red Dust Revival meeting at Lake Perkolilli on September 19 to 25. However, at the time of writing it looks as though only one car will make it to the lake.

The Standard Willys Special (SWS) is taking much longer than originally estimated to complete. This is due to many factors, most of them outside the control of the Dad's Army group.

The Singer is also taking longer than expected. The oily bits are pretty right, but the bodywork needs more work than can be completed in the time available.

This leaves the Model A Ford pick-up that ran at the previous Revival meeting and the team were working on it at the Dad's Army Saturday on August 6 to get it ready for scrutineering on the 13th.

Dad's Army in July

I know this is backwards as I've already covered the happenings on August 6, but the Perkolilli thing seemed more important. Your scribe wasn't at the July 19 gathering because he was isolating due to COVID-19, but he did get to the Tuesday meeting on the 26th with his little camera.

It was a busy day, with Chad Raven sand blasting the SWS wheels so that they can be painted and tyres fitted. Nick Daniele stood in for Chad on the whipper-snipper



Above: The project Singer looking sad on August 6.

Right: Wally Phoebe, Graeme Whitehead and Kevin Dorn pore over the Model A Ford as they make sure it is ready for Lake Perkolilli. Sandra Stephenson photograph.

and trimmed the weeds back while Lindsay Hamersley drove the ride-on mower with great elan. Not as quick as the Falcon is it?

Kevin Dorn got to work creating a bonnet for the Singer.

We had a visit from Brian Pilton, owner of a very nice 50th Anniversary model Ford Customline. He is also a member of the Vintage Automobile Association of WA and admits to being an old friend of Ron Fabry.

Trips — Nungarin and Others

A day run to Nungarin is being planned: \$10 entry fee, \$15 with meal plus bus donation to Bus Preservation group. Other possible outings include a tractor and stationary engine collection visit a little closer to home and other visits to collections of vehicles that Graeme is investigating.

The Scribe



DAD'S ARMY DATES - 2022

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DECEMBER	10	20	



Clockwise from top left: Chad blasting an SWS wheel; Nick whipper-snipping; Brian Pilton and Kevin Dorn discuss the Singer restoration; Brian Pilton's 1953 Ford Customline with 239 cubic inch sidevalve V8. Brian told us that a similar car completed the Redex Round Australia Trial with no loss of points; Lindsay Hamersley enjoys driving the ride-on mower



September 18 2022

9am-midday

University of WA, Carpark 9

Hackett Drive, Crawley

All French cars welcome



A special edition of
Classic Cars & Coffee



Free entry

VALE JOHN GLASSON



Early days with the family Standard Vanguard at Albany. He raced the Vanguard in 1958 and 1959 before moving on to the Austin Lancer



John's first special, Atlantis, first powered by the motor out of the Lancer and later Holden powered.

The Austin Lancer that carried John through many duels with the previously dominant Simcas. He was one of the stars of the under 1500 cc class and finished first in class in the 1961 State Touring Car Championship and second the following year. In 1965 the Lancer gave up its engine to Atlantis, the first of John's specials.



A great shot of John smoking out of a corner at Wanneroo in his Ford Capri



John in the Capri fighting it out with two other sports sedans





Clockwise from top left: John in the Capri leads a gaggle of sports sedans at Wanneroo; The 5-litre V8 Escort that was competitive until it was t-boned in a massive accident; John's final race car, the Toyota Supra, pictured in 2010. From 1958 to 2010 is some career!
Photographs from Ken Devine.

BINDOON

HISTORIC VEHICLE DAY

SUNDAY 18TH SEPTEMBER 2022

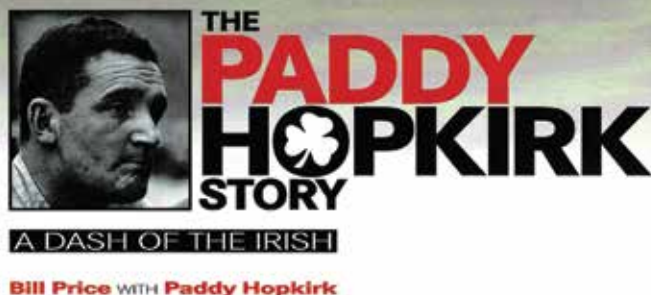
9am to 3pm Bindoon Oval

6182 Great Northern Hwy Bindoon

MARKETS STALLS – FOOD – COFFEE – FREE ENTERTAINMENT - FREE LIONS TRAIN RIDE – FREE BOUNCY CASTLE
 CHITTERING SPRINGFEST ARTS & CRAFT - QUILTS IN SPRING – HISTORICAL MUSEUM – ARTS SHOW
 TRINITY CHURCH TOUR - COURTESY BUS TO THE BROCKMAN CENTRE

Enquiries: Chris Waldie 0411 420 501. Email: bindoonhistorical@gmail.com

COLLECTORS' BOOK REVIEW: THE PADDY HOPKIRK STORY BY BILL PRICE WITH PADDY HOPKIRK



This biography of one of Britain's most successful rally drivers is written by Bill Price, who was assistant to Marcus Chambers and Stuart Turner when they were Competitions Manager for BMC and later British Leyland. He also headed up BL Special Tuning and the BL Competitions Department, so he is well qualified to write the story, with a lot of help from Paddy and others. It is a great read and never bogs down in boring detail.

I remember reading a story in a British magazine after the Mini won multiple Monte Carlo rallies. The writer said that the Irish were taking over. First it was Paddy Hopkirk then Tim O'Makinen and Raun O'Aaltonen.

Paddy had been around for quite some time before the Mini and his BMC connection. His first competition outings were in his Austin Seven Chummy. He soon graduated to a Volkswagen Beetle then to his Triumph TR2. He was winning many events in Ireland and his speed in the TR2 attracted the attention of Standard-Triumph Competition Manager Ken Richardson. When Paddy finally got a drive in a Standard Ten in the RAC Rally his performance lifted him right into the works team.

He had many successes in the Standards and Triumphs, although in most cases the wins were class wins. However, a TR3A took him to an outright win in the 1958 Circuit of Ireland before he blotted his copybook on the Alpine Rally and was let go from the team.

Meanwhile, back in Ireland Paddy was doing well in local events in his own and other people's cars. His Ford Anglia was taking him to class and outright wins in rallies and races and his Speedwell modified Austin A35 proved remarkably quick on the circuits and hillclimbs. At the time Paddy was Speedwell agent in Belfast, so the success of the A35 was a great advert for the business.

1959 started with Paddy co-driving for Les Leston in a Riley 1.5 on the Monte Carlo Rally. After an eventful run, including sliding off the road and landing on top of a Citroën, they finished second in class. Les Leston was another supplier to Paddy's Belfast shop.

Paddy bought an Austin Healey Sprite in 1959, the year he began driving for the Rootes Group. While the Sprite provided a lot of success at home, the Rootes connection was less promising at first with a Hillman Husky in the Coronation Safari Rally, which didn't finish. A Sunbeam Rapier was a better bet in the Alpine Rally with 3rd overall and 1st in class, but later events in the year with the Sunbeam were less successful.

In 1960 things improved with class placings in the Rapier although there were a couple of retirements too. A harbinger of the future was two class wins in minor events in an Austin Mini. Paddy's Austin Healey Sprite also worked hard, with many good results.

1961 saw some excellent results in both Rapiers and

Paddy in his works Triumph TR3 on the infamous Gavia Pass, on the way to winning a coveted Coupes des Alpes on the 1956 Alpine Rally. The book asks us to note the 'challenging nature' of the road surface.





Paddy in the winning 1071cc Morris Cooper S in the 1964 Monte Carlo Rally near La Turbie, lights ablaze. Note the brave movie cameraman.

celebrating the 50th anniversary of the first RAC Rally. Paddy and Alec Poole shared a borrowed Cooper S in the first Pirelli Classic Marathon in 1989, but could only manage 79th place. The following year they returned with a purpose built Cooper S and won the 1990 event.

In 1994 Paddy was approached to drive a Cooper S in the Monte Carlo Rally to celebrate the 30th anniversary of his win. With Ron Crellin, who co-drove for Paddy in the works days, Paddy finished 60th overall, but 4th in class. Not bad for a 1960s rally car in the mid 1990s.

Paddy was also a successful businessman, and this side of his life is covered, with side bars describing his family as well. His most recent business venture when the book was written was as an ambassador for the BMW MINI.

The book is available through abebooks.com at prices from \$US37.20 to \$US155.44 plus shipping, or try the local library.

Vale Paddy Hopkirk, 1933-2022.

Bob Campbell

Alpines, including an outright win in the Circuit of Ireland rally in a Rapier. Paddy had previously won the 1958 Circuit of Ireland in a works TR3A and was to win it again in 1962 in a Rapier, 1965 and 1967 in a Cooper S, then managed only second in 1969, again Cooper S mounted.

It was 1962 when Paddy moved from Rootes to BMC and finally got to drive an Austin Healey 3000 in anger. Unfortunately it was not a successful debut, ending in retirement when the rear spring popped up through the floor and poked Paddy in the backside.

In 1963 Paddy competed mostly in Mini Coopers and the 1071 cc Cooper S, with good placings in rallies and races plus a first in class driving an MGB at Le Mans.

It was in 1964 that Paddy became a household name with his win in the Monte Carlo Rally in a 1071 S. That was the start of a series of wins at the Monte for the Minis, although the organisers managed to disqualify all of the British cars in 1966.

The book continues with Paddy's career with BMC the British Leyland until 1970, when BL pulled out of competition. In that year Paddy finished 4th in the London to Mexico World Cup Rally in a Triumph 2.5PI and finished second, first in class, in the Scottish Rally, so he was still competitive.

That competitiveness was put to the test in 1977 when Paddy finished 3rd in the London Sydney Marathon then in 1982 when Paddy and Brian Culcheth shared a Cooper S to win the RAC Golden 50 Rally

Paddy in an Australian Cooper S in the 1967 Gallaher 500 at Bathurst. In 1966 the Cooper S was dominant. In 1967 the new Falcon GT and the 1600 cc Alfa Romeos were too quick.



JK AND SQUARE RIGGERS UPDATE



Wayne Murray gets the T/A Special sideways.
Graeme Howie Sportpixx photograph

JK AND SQUARE-RIGGERS TUNING DAY JULY 22



Simon fry in the Austin Seven Special leads
Barry Mackintosh in the Bartlett Special.
Graeme Howie Sportpixx photograph

With rain forecast for Friday we thought we were in for another wet tuning day. Instead, we were greeted with thick fog, so thick it was hard to see the road signs on the way out to the track. Luckily the fog had cleared by the time the 15 drivers arrived and signed on etc, but the track was still very damp for the first couple of hours.

Most drivers were the regulars. Mike, Ed and Clark were joined in the MG brigade by Steve Williams in his recently addition to his fleet, an MG-Singer with VSCCWA history. Terry was back in his big Chrysler Special.

The usual gaggle of Austin Sevens clocked up many laps with Simon Fry enjoying the performance of a recently rebuilt engine. Geert was flying around with a big grin on

his face, or was it water from the front wheels hitting his face!

A new car to us was Wayne Murray's Ford Model T/A Special which is a replica of a car that competed in America in the 1920's. It is a Model T with a Model A engine and minimal bodywork. It seems to work.

Barry in the Bartlett had a great day, so good to see an original Brookland's car being driven at speed in 2022. Peter Harrold ran his recently rebuilt Chrysler engine in and once the carb was jetted to suit ran really well.

Many thanks to Anna and Tamara for another great day and fantastic soup for lunch on a chilly but great fun day.

Heza Henry



Will Fryer gets some track time in his father's
road-going Austin Seven. Graeme Howie
Sportpixx photograph



Mike Sherrell, MG TC, leads Will Fryer and Hugh Fryer, Austin Sevens, and Ed Floate, MG TC. Nicole Lothe photograph

Wayne Murray showing off the low seating position in the T/A Special. Nicole Lothe photograph



Barry Mackintosh in the Bartlett Special making use of the traction provided by the dual rear wheels. Graeme Howie Sportpixx photograph

Nicole Lothe in Hugh Fryer's racing Seven Graeme Howie Sportpixx photograph





Peter Harrold in his Chrysler, running in its rebuilt engine. Graeme Howie Sportpixx photograph.

Geert de Klerk taking the opportunity to exercise his Austin Seven Special. Graeme Howie Sportpixx photograph.



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PHOTOGRAPHS FROM CAVERSHAM DAYS

The photographs on this and following pages are scanned from Dave Sullivan's collection of shots from Caversham or supplied by Ken Devine to help with identification of cars and drivers. 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.



Dick Ward, left, in his Peugeot Special, and Vin Smith in Vindid perform a *pas de deux* at a very wet Caversham.

Harley Pederick, E-Type Jaguar, and Max McCracken, Lotus Elite, race past a marshal showing the oil flag during the 1964 Six Hours Le Mans race.

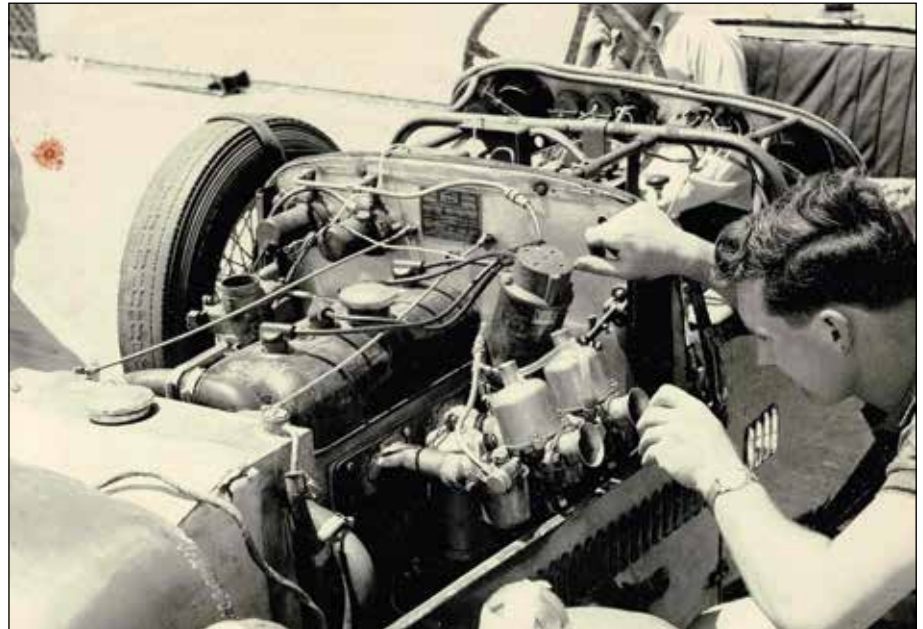


An NSU Prinz and early Cooper Mini splash around, I think, KLG Corner in this through the windscreen shot. The lack of spectators and the presence of the in car camera indicate that this is a tuning day.



A beautiful shot of Vin Smith at speed in the Alpha. It's possibly Caversham, but it is hard to tell. It could well be Mt Clarence, but it is an excellent photograph. Can somebody help with details of where and when?

That's definitely a Peugeot 203 engine, it even has the original Solex carburettor mounted in the stock position, but the mixture seems to be fed through the twin SUs and the maker's plate on the bulkhead reads HRG. With the help of Ken Devine, I can say that it is Kevin Lang's HRG. More information below.



Ken Devine identified the HRG Peugeot above as Kevin Lang's car. Kevin still owns the car and still intends to restore it, although that is becoming increasingly unlikely as he is now in his 80s and not in the best of health. This photograph from Ken's collection shows the car in the 1961 Six Hours Le Mans Race at Caversham. Terry Walker has the car as a DNF in the 1961 Six Hours but doesn't show it at all in the 1960 race. It seems that Peugeot enthusiast Bob Annear helped with the fitting and modification of the 203 engine.



Here we have plenty of information. Ken Devine says that it was Aub Melrose in 1960, and Terry Walker has Aub with Vin Smith in the Porsche in the Six Hours Le Mans Race of 1960. Aub is shown competing in the Porsche at other events in 1960, so it is almost certainly 1960.

Thanks to Ken Devine, I can identify this car as Rod Donovan's Holden FJ at Mt Clarence in 1962.

However, Doug Todd has informed me that Terry le May was the only one running a car with chrome plates under the door handles and whitewall tyres, so it appears that it is Terry at Mt Clarence before he fitted the Repco head to the engine.

Who'd be a motoring historian?



A Ken Devine photograph of Rod Donovan's Holden FJ at Caversham.



A driver and car we don't see very often. The Ken Devine photograph shows John Glasson punting his Austin Lancer up Mt Clarence in 1963. I remember him in this car giving the previously dominant Simca Arondes a hard time at Caversham in the under 1500 cc Sedan class.

Unfortunately we have lost John, who passed away on July 21, 2022.

This Ken Devine photograph shows David Rockford driving the Repco-Alta at the Shell Hairpin at Caversham in 1963.

The gravel road leading into the background is York Street, the proposed site of the VSCC clubrooms, a proposal that was dropped in the face of strong opposition from neighbours and the local council.



Ken Devine has supplied the correct sequence of events that brought the Repco-Alta to Caversham. Murray Trenberth brought the car to WA for the State Racing Car Championship in 1961 where he finished second behind Doug Green's Ferrari after Keith Rilstone's spectacular Zephyr Special ran out of brakes while leading and disappeared up the escape road at the end of the main straight.

This photograph is of Jack Ayres, possibly in the Labour Day meeting in 1963, it is definitely Jack Ayres at Caversham. Jack raced the car in the support events for the AGP in 1962 and at Bunbury in 1963 before selling it to David Rockford, who raced it at Albany in 1963. Rockford (real name David Drew, but he wanted to keep his racing secret from his family) raced the car into 1964, finishing Second in the State Racing Championship in 1963 and third in 1964.

James Harwood bought the car from Rockford (Drew) then sold it on to Lord Doune in Scotland where the Repco Holden engine was removed and returned to James. The car was then restored to Alta power and remains, so far as I know, in the UK.



I'll go out on a limb here and say it is Ray Barfield in a somewhat battered Aston Martin DB3S. However, I don't think it is Caversham but somewhere else with similar levels of spectator protection. Can anybody help with more information?

This is definitely Mt Clarence with Ray Barfield 'parking' the Aston Martin part way up. The young man in the foreground seems totally oblivious.



Ray Barfield at Albany, with the roughly repaired damage from hitting the sandbags on Mt Clarence covered up with white paint. Ken Devine dates this to 1963 when the car was very tired.

Even battered and tired, the Aston Martin was still a quick car. Ray Barfield doing a victory lap at Caversham in 1963.





Since most of the Sullivan photographs seem to be from the 1960s, my assumption that it was John Walker in the Byfield MG is incorrect. Walker raced the car in the mid-1950s. However, when he retired from racing at the end of the 1957 season, the body was lifted off the MG TC chassis and (probably) the original body refitted ready for sale. In fact, it is the late Ron Miller who is pictured at Caversham with the same body on a second MG. I found much more about the Byfield MG on the internet, surprisingly easily, but it wasn't the whole story.

In a blog in 2012, Ken Devine said: 'In 1963 the late Ron Miller a friend of mine and long serving official and committee member of the WASCC decided he wanted to go racing. After inquiring about some interstate specials he couldn't find one in his financial range so he decided to build his own.

Walker Byfield body. He did a deal with Bill to buy an MGTC and exchange that body for the Byfield body and with the assistance of a friend Bill Harrington they built the MG Special. The car performed quite well but unfortunately Ron developed an illness that cut short his racing career. He even bribed the handicappers by giving them a drive of the car on a tuning day! It was an enjoyable drive and it is the only open wheel racing car I have ever driven.

'I think Jack Ayres son bought the car and converted it to road use. The car now sits in a shed I think in Bicton and has not been used for years, it was for sale some time ago for a high price.'

In the same forum, a blogger identified as Repco22, who I suspect was Rod Waller said: 'That's right Ken. John Ayres Junior bought the car and, as you say, added lights and cycle guards for road registration. When Jack, concerned about my lack of experience, offered to give some tips at Caversham, I drove the Repco-Holden up — it too was road registered at the time — and John and his brother, Colin, followed in the MG Special for a look. Jack, who was a committee member of the WASCC, had a key to the lock and chain across the circuit entrance so in we went and had a memorable day. :)

'John raced the MG once and Colin laughed when he told how the commentator had given the champion's son a big wrap as he came onto the straight — "Big things were expected of him etc..." Poor John then promptly blew the motor to bits and raced no more! It's interesting to note that here were two Byfield-bodied racing cars, both ex-state champions and both driven to the circuit. It couldn't happen today.'



Ken came back to Rod, saying that he tried to find the car in the 1970s without success. It turned up again at the York Flying 50 in about 1986.

When I showed Ken what I had found on the fora, he replied that the Byfield body is still in use on an MG special in Queensland, pictured left in a photograph supplied by Ken, who also supplied the shot above of Ron at Bunbury in 1963.



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