



April 2023

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

VINTAGE METAL

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National Prestige

- Enhance or develop national identity
- Speed – a nation's technological capabilities
- Sporting Diplomacy

"Recent world events have shown, perhaps more clearly than ever before, the importance not only of being strong and an efficient nation but also of taking every possible means of demonstrating that strength and efficiency or, in short, of establishing prestige"
The Motor, Nov. 1938

MAX'S SILVER ARROWS PHOTOS OF 1930S RACERS

PLUS JK Tuning Day Photographs
Whiteman Park News
Letters to the Editor
All the Regular Columns

**April General Meeting – Monday April 3.
VSCC of WA Caversham Clubrooms
6.30 for 7.00 pm**

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COVER: Guest Speaker Katharine Worth describes the political implications of the German Silver Arrows in the period 1934 to 1939.

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FROM THE PRESIDENT



Northam is On

The good news from Northam is that the Flying 50 is on. We shall be running on the old circuit, as used in previous years, due to unforeseen problems getting the new circuit up and running.

The bad news is that due to insufficient entries, the Lindsay Monk Hillclimb has been cancelled. We need to look closely at our speed events, which at the moment consist of the two hillclimbs at Northam and Albany, and make them more attractive to competitors.

New Clubrooms

The clubrooms building at Whiteman Park is built and the concrete floor is laid. By the time you read this, the concrete should be fully cured and work will have started on preparing the site for road building and landscaping. Ross Oxwell has detailed what needs to be done in his Whiteman Wise-Ups column on page 10 below. As he has emphasised over recent issues of *Vintage Metal*, we need our members to step up with skilled assistance to get all of the services in place so that Western Power will connect the power and the other services can also be connected. See Ross's column for details.

Break-ins at Old Clubrooms

We had hoped that the vandals and thieves who targeted us before had given up, but they are at it again and have cut their way through the perimeter fence and tried to get into the buildings, without success so far, but they have caused significant damage, including disabling the fire alarms.

Repairs are in train and should be completed by the time you read this. There is more about this problem in Dad's Army News on page 12, including a brief report from Graeme Whitehead. The police were promptly on the scene and the burglar alarm system seems to have worked.

I can only echo Graeme's sentiment that Whiteman Park cannot come quick enough.

Membership Drive

It can't have escaped the notice of any of our members that our membership is ageing. Paul Blank said recently that when he joined the VSCC about 34 years ago he was in his twenties and one of the youngest members. It worries him that, more than 30 years later, he is still one of our younger members.

It should worry all of us that the membership seems to be ageing with the club. There are many younger people, even members of the so-called Gen-Z, who are interested in older cars. Our excellent guest speaker at the March general meeting, Katharine Worth, is in her mid-twenties, a member of Gen-Z, and she is deeply interested in the top level motor racing of the 1930s. She has told our editor, Bob Campbell, that many of her friends are buying classic MGs. In other words, there are many younger people out there who are prospective members of the VSCC of WA.

What would attract such people to our club? Don't just scratch your heads and try to think of something. Ask your children or grandchildren what appeals to them about the VSCC or what we should do to make the club attractive to them. It is the younger people who know what it is that appeals to them, so ask them.

Perhaps we need to make our events more family friendly? After all, Gen-Z now has children of their own and we almost certainly need something at our events to entertain the youngsters. Whatever it is that we need to do to attract younger members, we shall only find out if we talk to young people and find out what they need from the club.

Thank You to Our Volunteers

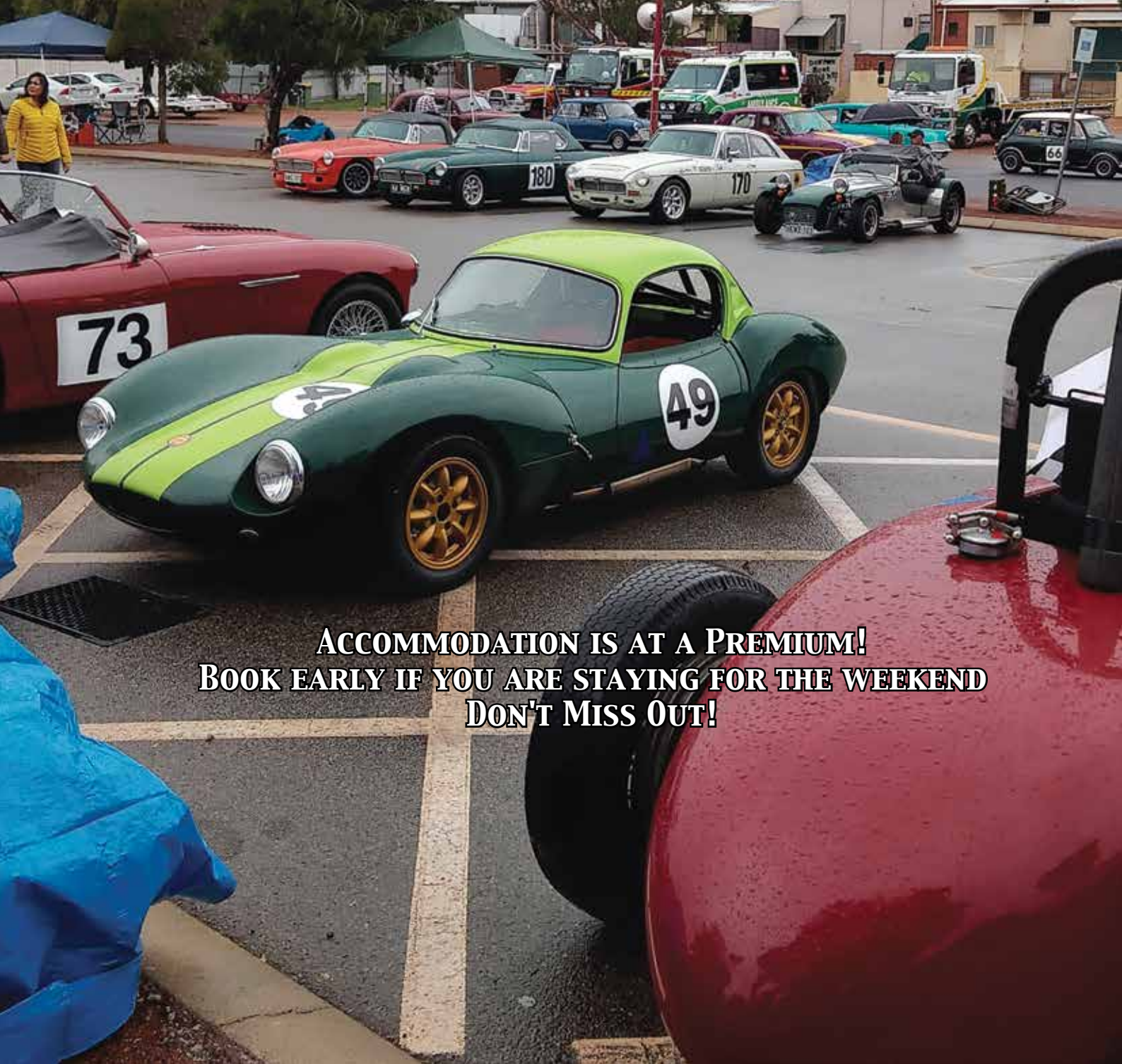
In closing, let me thank all of those willing volunteers who have assisted in bringing our new clubrooms to near completion. Let me also encourage all of our members to join our band of volunteers at the building site.

Glenn Swarbrick

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NORTHAM MOTOR SPORT FESTIVAL

Lindsay Monk ~~Hillclimb~~
Mt Omm ~~Hillclimb~~ 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 13 March 2023

1. **Meeting opened:** 7.14 pm, Glenn Swarbrick presiding, 24 members present.

2. **Apologies:** David Moir, Mark Duder, Mark Jones, Frank George

3. **New Members and Guests:** Katharine Worth (guest speaker) **Guest:** Matt Lawson

4. **Adoption of minutes:**

Moved: Stephen Gilmour **Seconded:** John Illig, that the minutes of the February meeting be accepted.
Carried

5. **Business arising:** nil

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

Moved: Lindsay Hamersley **Seconded:** John Illig that the Treasurer's report be accepted **Carried.**

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

Moved: Stephen Gilmour **Seconded:** Michael Broughton that the Secretary's report be accepted. **Carried**

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

- a. **Northam Event:**
Additional volunteers required.
Entries to date approx 70, aiming for 95
- b. **Hill Climb:**
To date only 11 entries, 30 required to run this event.
- c. **Albany:** arrangements progressing well.

9. **State of Play Reports:**

- a. **Competition:** Mark Duder sent apologies
- b. **Dad's Army:** Graeme Whitehead reported:
 - i. Motor back from Gallaway.
 - ii. Additional help required for morning teas.
 - iii. Attempted break-in to club rooms, damage to door hinges, police notified and attended.
Nothing was stolen.
- c. **Library:** Nothing to report.
- d. **Social:** Michael Broughton reported that:
 - i. Barbeque to be organized for Caversham.
 - ii. Tent to be erected for scrutineering for Saturday. (9am Friday 24th March tent erection)
 - iii. Shannon's Classic Car Day 26 March ,12 cars required to be exhibited.
 - iv. Northam swap meet was a success.
- e. **Regalia:**
 - i. New pricing for new apparel
 - ii. Discounts available for old stock
- f. **Whiteman Park:** Ross Oxwell reported that:
 - i. Shed now fully erected.
 - ii. Plumbing and electrical pre lay complete.
 - iii. Concrete slab laid.
 - iv. Septic system now on site
 - v. Cost blow out was explained
 - vi. The Motivation group to commence road building on the site shortly.
 - vii. An additional \$30K to 35K required to advance the project.

10. **General Business:**

- a. Perpetual Trophy presentation
- b. **Guest speaker:** Katharine Worth who spoke on Speed – the Secret of Civilisation: Politicising Grand Prix Racing in 1930s Germany & Great Britain. Excellent Presentation enjoyed by all.

11. **Next Meeting:** Monday 3 April.



12. Meeting Closed: 8.42 pm.

The assembled members listen attentively to Katharine Worth.

VSCC OF WA CALENDAR 2022-2023

April

- 1 Lindsay Monk Hillclimb, Mt Ommaney **CANCELLED!**
- 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

July

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

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

LETTERS TO THE EDITOR

As well as his words of wisdom about the Rod Donovan Holden and the Lionel Beattie Repco-Holden Sports, Rod Waller had this to say about the Humpy and the Trumpy picture on page 26 of the March issue.

Hi Bob.

Sorry I can't help with the drivers you want. Is that a TR3 or 2?

I recall a white TR2 running circa 1958. I think it was Gerry Hilton[?].

Another TR2 around that time was driven by one of the Percivals.

The Harwood/Downie '58 6-Hour winner was very distinctive being dark blue with white sides. The *Around the Houses* book records it as a TR3 but it was a '2'.

Graham Bowra's TR2 was also distinctive, being light grey with two burgundy stripes.

Can't help with the Holden.

Cheers,

Rod.

GTAs to Order

My loyal band of pedants are hard at work. John Hurney had this tale to tell about a trip to Italy.

Hi Bob.

You'll love this story.

I was at an all Historic meeting at Monza some years ago. My dear friend Rob Jordan knew a lot of the folks racing there and thus we were invited to a really nice pizza place for dinner one night hosted by a seriously

wealthy guy who was racing a couple of cars there — same guy and Rob paid for everyone's dinners as I recall.

Speaking to the seriously wealthy bloke, I remarked how many Alfa GTAs we saw racing — there certainly seemed to be a lot in Europe — especially seeing they were basically all alloy cars. He explained that there were several big workshops around that part of Italy who effectively took orders for "new" ones. For enough Euros you could simply order one, which they built up with all the right bits for the era with whatever of the various engine sizes of the period was your preference, and a few months later your lovely new GTA could be picked up, already supplied with a valid FIA Historic Passport ready to race.

Oh for enough Euros!!

Keep well,

John.



A general shot from the very early days of Wanneroo Park, showing the eastern end of the paddock and the pit exit looking down to what became Kolb Corner, named after Vic Kolb, caretaker of the circuit in its early days. This photograph was published in the August 2020 *Vintage Metal*.

For the first few years of the circuit's life, the paddock and pits were located on top of the hill, on the infield, with access by a tunnel under the track that used to fill with sand over the off season or after windy weather. I remember much digging at busy bees.

Notable among the cars in the paddock and the reason for showing this photograph again is the number 75 Alfa Romeo, the Cecchele Motors 1600 GTA driven with great enthusiasm by Gordon Stephenson.

Please keep writing to the editor. It is an ideal way of passing interesting stories and opinions to the members of the club (and the Management Committee, who also read the magazine). Besides, it gives me an excuse to feature some great photographs. Oh, you can send photographs, too. Editor.

VSCC NEWS

Northam Flying 50 On But Hillclimb Cancelled

You will have heard by now that the Lindsay Monk Hillclimb, scheduled for Saturday, April 1, has been cancelled due to lack of entries. However, there is a strong entry for the Flying 50, so that is going ahead on Sunday April 2.

There is a long tradition of hillclimbs in Western Australia. Events were held at many sites, including Whittaker's Hill near Dardanup, the Old Crystal Brook Road in Lesmurdie, Mt Brown in York and Mt Clarence in Albany. Of these, the Albany climb is the only one still happening regularly with Mt Ommanney at Northam and Jack's Hill at Wanneroo being added to the schedule more recently.

Albany was the venue for the Australian Hillclimb Championship in 1957, won by the late Lex Davison in his Cooper-Irving.

This year we still have Mt Clarence on June 3 and Jack's Hill on December 3 scheduled. Let's hope we have a traditionally large turnout for both.

Regalia Update

Steve Gilmour has plans for a rejuvenated range of club regalia, so the ad on page 18 will soon be updated. In the meantime, Steve is offering old stock at bargain prices. See the ad on page 18 for his contact details.



Above: Glenn Swarbrick (left) and John Illig with John's John Davies Trophy for the most understanding scrutineer.

Below: Glenn presents Matthew Lawson with his trophy as Regularity Champion, Class N Under 3 Litres



Trophy Presentations

Several trophies from the 2022 season were presented to the winners at the March meeting, having been engraved since the AGM.



Above: Michael Broughton accepts the Max Gamble Trophy for best club member from Glenn and Max.
Below: Katharine Worth makes her presentation while Michael Broughton looks on with interest.



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WHITEMAN WISE-UPS

Yep! The new Clubhouse is up, 5 inch concrete floor, 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-



The site of the toilet block and kitchen with pipes peeking coyly through the concrete.

of-the-art toilet block and all necessary electrical conduits now embedded in the concrete. We are letting the concrete mature for a month (so if you're visiting please keep off) before applying a sealant to the surface.

Installation of the Apparatus for the Treatment of Sewage (septic tank and leach drains to us) is progressing with all the concrete hardware delivered to site with installation completed around the end of this month. It's good to have friends — the truck delivering this material got bogged up at the back of the building, so Terry Young from over at the Tramway brought their Chamberlain tractor over and pulled it out. 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 us 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 or expertise at this task. We will then need to install conduit and drag lesser cable within the building to provide at least one 240 volt 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, 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!



Nick Danielle poses by one of the support pillars to give some idea of the scale of our new club rooms building.

Ross Oxwell

Chair, Whiteman
Committee

(08) 9401 1449 or

Iroxwell@westnet.com.au

EDITOR'S RAMBLINGS

Thank You to Katharine

Thank you to Katharine Worth for accepting my invitation on behalf of the club to be our guest speaker at the March general meeting. Thank you too to Don Capps, friend of the VSCC and my friend, who told me about Katharine and her remarkable studies of 1930s Grand Prix racing. It is part of the wonders of the modern world that I should hear of a student at UWA from a friend in North Carolina. It's a small world!

What Cars Do Younger People Lust After?

We spend a lot of time discussing how to get younger members to join the VSCC. One of the suggestions is usually to allow younger and more modern cars to compete at our events, which sounds really great, but which cars?

In the April 2023 issue of *Thoroughbred & Classic Cars* magazine, Quentin Wilson approaches this same problem. He discovered that his daughter and the rest of Gen Z much admire the 1990s performance cars, Diablos, Vipers, Testarossas/512TRs and the like, but they have been 'hyped up in price' by Baby Boomers, people like the majority of our members.

So what appeals to Gen Z? It turns out that they very much like the BMW E34, saying that it has 'poise', 'presence' and is beautiful. Of course that is the Gen Z of the UK (we're not allowed to say Poms any more) and they were not exposed to the same cars as our local Gen Z. We need to take into account Falcons, Commodores and other Australian market cars because their style might well appeal to Australian Gen Zedders. Our market provided a different mix of rice burners, too, so we really need to do our own research.

Once we find what cars appeal to our local younger people who were born between the mid-Nineties and mid-2000s, we can probably set up a category in regularity for such 'modern classics' and make sure we cater for them in sprints and hillclimbs. They probably won't be suitable for around the houses events — too quick or too big — but they will work well on the proper race tracks like Wanneroo and Collie or up Jack's Hill.

Remember that around the houses racing is pre-history to young people, so the Northam and Albany events will not have the same appeal — unless we can make them into real festivals of fun for the family. Don't forget that Gen Z is the latest generation of parents of small and not so small children, so we need to cater for them as well.



Peter van der Struyf's immaculate MGB showing its clean lines.

clean, neat lines and the Midget is cute, ideal for anyone rebelling against the overly fussy detailing of today's cars that seem to have bumps and lumps purely for the sake of having them.

Whiteman Park Possibilities

Looking ahead to when we move to our shiny new club rooms, we should look closely at the activities in Whiteman Park. The VSCC should become part of the Whiteman Park community and join in any events for which the club can provide some additional attraction. Can we offer rides in classic and historic sports cars or provide displays of historic competition cars? At the same time, will any of the Whiteman Park events provide opportunities to promote the club? A suggestion from Whiteman Park management was that some roads could be closed to provide a venue for a VSCC event. Can we make that work?

We are going to be located in a major tourist and family attraction on the fringe of the Metropolitan Area, with access by bus, train or car — or even bicycle if you are energetic. Let us take advantage of that and become an important part of that attraction. We can't afford to let an opportunity like that slip by, so put your thinking caps on. Suggestions should be made to the committee, contact details on page 2 above.

There's Still Hope

Speaking of the local Gen Z, our guest speaker at the March meeting is definitely Gen Z, and she is fascinated by the history of motor racing. In the course of my conversation with Katharine when I was initially organising her visit, the subject of classic cars came up. It turns out that her father owns an E-Type Jaguar and MGBs, so she has grown up with classic cars.

More to the point, her friends of her own generation have taken to buying MGs, and not the modern Chinese interpretation, but classic MGs. It makes sense. The MGB has

Bob Campbell

DAD'S ARMY NEWS

Another Break-In

There is bad news from the clubrooms. Graeme Whitehead has reported that there was an attempted break-in at the clubrooms on Saturday March 4 at 4pm.

Brian Eyre got photos of the culprits and Kevin Dorn and Ron Fabry had a look at the damage on Sunday morning.

The villains could not get through the kitchen door but they had cut a hole in the fence.

On Sunday at 5.17pm they were back again and we got them on camera.

Brian got the tower alarm going and they took off.

We rang the police and they were there in 20 minutes, 2 vans and a dog van.

There was no more damage.

The police were good. They tracked where they got out of their car and got through the fence.

The police are looking at the photos.

The villains smashed the fire box of the wall, which the fire mob will fix.

Graeme concluded that Whiteman Park cannot come quick enough.

Whiteman Park News

There is work being done and to be done at Whiteman Park. Ross Oxwell sent out a message to the Dad's Army people saying that it seems like we should tidy up the front yard, move the pallets and other bits round the back and tidy that up too. The Park St shed needed its covers re-fitting as well. 'What we need,' said Ross, 'is a 4x4 and a trailer to carry the pallets and such round the back and out of the way of the road-makers and also the plumbers doing the Sewage Apparatus.'

This was in the lead-up to the March 21 Dad's Army Tuesday and It was supposed to be really hot, so Ross suggested 8:30 at the lease, then back to Harrow for a cuppa.

Of course, it is going to take much more than work by Dad's Army to get the new clubrooms up and running. Unfortunately, a large part of what is needed is money, but Ross is working on that side of it, too.

On the 21st, the people turned up who are going to set up the Sewage Apparatus. They set to in a most professional manner and we can be confident that the drainage side of our plumbing will be most effectively installed.



The soak wells and other concrete bits and pieces required for the drainage works. The deep tyre tracks at the bottom left of the photograph were left by the truck that was bogged in the sand (see page 10 above).

Dad's Army Last Monday of April

Some of you will have noted that the last Tuesday of April is Anzac Day, the 25th. So that we can still have our regular gathering of Dad's Army, we have rescheduled to Monday April 24.

We need to meet that week to clean and prepare the clubrooms for the May general meeting which takes place on the following Monday, May 1.

Everything is back to normal from May onward.

The Scribe

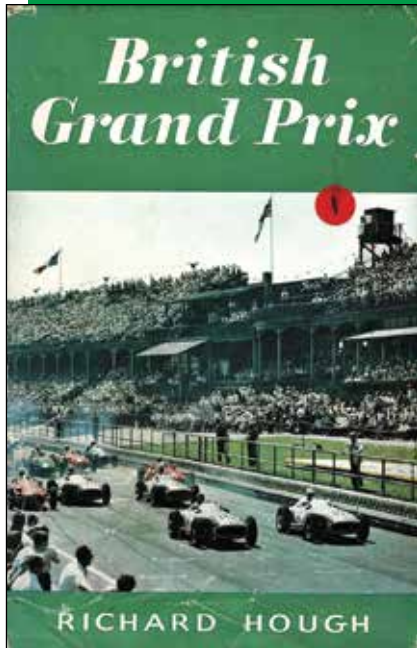


Ross Oxwell (left) and Lindsay Hamersley prepare to rearrange the covers over the materials for the scrutineering shed, which had been blown about.

DAD'S ARMY DATES - 2022-2023

	WORKSHOP SATURDAY	SECOND LAST TUESDAY	LAST TUESDAY
APRIL	11	18	24
MAY	6	23	30
JUNE	10	20	27
JULY	1	18	25

BOOK REVIEW FROM THE VSCCWA LIBRARY: BRITISH GRAND PRIX BY RICHARD HOUGH



Look up Richard Hough on Google as I did and you'll find out about his books of naval history, biographies of Victoria and Albert and of sundry Mountbattens, even a biography of Captain Cook, published for the bicentenary of his death in 1779. Of his motoring books there is no mention.

A more detailed search revealed this book, a companion volume entitled *Tourist Trophy* (cars, not motorcycles) and even the *BP Book of the Racing Campbells*, a copy of which is somewhere in my disorganised bookshelves.

I digress. The book I am describing here is a history of the British Grand Prix from 1926 to 1958. It begins with the two Grands Prix run at Brooklands in 1926 and 1927, proceeds to the Donington Grands Prix run in 1937 and 1938 before the modern Grand Prix races held at Silverstone and Aintree from 1948 to 1958.

I was pleased to see that Hough dated Grand Prix racing from the first *Grand Prix de l'ACF* (French Grand Prix) in 1906, the first British Grand Prix taking place 20 years later. That Grand Prix was dominated by the Delage cars, which showed a remarkable talent for cooking their drivers. Malcolm Campbell managed to slot his Bugatti into second place between the two surviving Delages, driven by Robert Sénéchal/Louis Wagner (first) and Robert Benoist/André Dubonnet (third).

Dubonnet was co-opted to drive and drove, as Hough says, 'dressed in an elegant blue suit and *beret basque*'. Try doing that in a modern Grand Prix!

In 1927 the Delages had been cured of their propensity to cook their drivers and managed a clean sweep of the first three places, driven by Benoist, Edmund Bourlier and Albert Divo.

The two Donington Grands Prix were next, with the German Silver Arrows demonstrating their enormous superiority over the rest of the field. In each case the form book could be torn up as the Mercedes-Benz W125 (1937) and W154 (1938) that had dominated the seasons so far were defeated, first by Bernd Rosemeyer in the C Type Auto-Union then by Tazio Nuvolari in the D Type Auto-Union. Mention of the form book is appropriate as in 1937, '...almost all the bookies welshed; and because they had all backed Rosemeyer, at five to one, the Auto-Union mechanics suffered particularly. However, a whip-round among Derby and District Motor Club members succeeded in paying them off in full, and everyone made friends that evening at a special dinner.'

Grand Prix racing was certainly different in the 1930s.

On to the post war years and, as Hough puts it, from his British point of view, '...in spite of the virtual non-existence of all forms of fuel, the RAC managed to organise the first RAC British Grand Prix at Silverstone on October 2, 1948. It was won by Luigi Villorosi from his protégé, Alberto Ascari, both driving Maserati 4CLT/48 cars and followed home in third by Bob Gerard in his venerable ERA, which he had raced against the Silver Arrows 10 years earlier. 1948 was the only year that the runways were used as well as the perimeter track.

1949 was Alfa Romeo's year off and Maserati and the new Ferraris made hay while the sun shone. The works Ferraris didn't turn up to Silverstone and the works Maseratis were unreliable. A private 4CLT driven by Baron Emmanuel 'Toulo' de Graffenried won from Bob Gerard in his ERA and Louis Rosier in a Talbot Lago.

The 1950 British Grand Prix was also the European Grand Prix for that year, the first race in the new World Drivers Championship and the first British Grand Prix to be attended by the ruling monarch. No surprises in the result, Alfa Romeo 159 first to third, Giuseppe Farina, Luigi Fagioli and Reg Parnell driving.

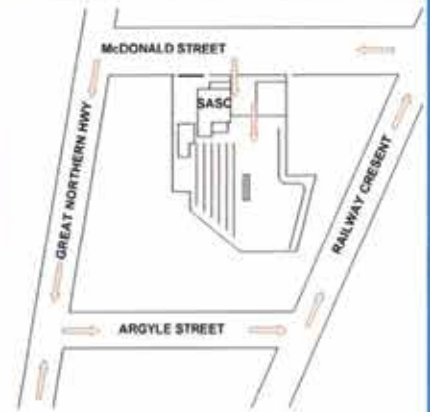
Other milestones in the history of the British Grand Prix to 1958 include Ferrari's first defeat of Alfa Romeo in the 1951 event at Silverstone when Jose Froilan Gonzales brought his Tipo 375 home ahead of second place Juan Manuel Fangio in the previously unbeatable Alfa Romeo 158/159. Gonzales also won the 1954 event in a Ferrari Tipo 625, his only other World Championship GP win. The 1952 and 1953 races were won by Alberto Ascari in the dominant Tipo 500 Ferrari.

The 1955 race was at Aintree and the Mercedes-Benz W196s made up for their poor showing at Silverstone the previous year by filling the first four places, providing Stirling Moss with his first World Championship GP win — and Fangio with yet another second place in Britain.

1956 saw Fangio finally win in the British Grand Prix when he brought his Lancia-Ferrari home by over a lap, but it was 1957 that was the big day when Vanwall came good and the Tony Brooks/Stirling Moss car took the win.

This book is Number 1 in the VSCC Library collection. The web says you can buy a copy for from \$US7.52 to \$AU50.00 plus shipping.

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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 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.



John Hurney reacted quickly to the appearance of this photograph. Here's what he had to say.

Bloody Hell ! I knew it happened in the notorious Caversham esses, clearly "Stevo" was lucky to escape with his life, especially as there doesn't appear to be any roll over protection structure and maybe not even a proper seatbelt. No doubt Andrew Murray could give you much detail. The repair job by Ceccheles' was obviously massive and then, of course, the same poor car was involved in another huge shunt at the Mt Brown Hillclimb a few years later, also with Stevo at the wheel.

I do clearly remember the crowd this beautiful car attracted when it first appeared in the Caversham pits and

Frank Cecchele lifted the bonnet. I was still at school, so it must have been '66 or '67?? Someone looked at the 4 cylinder twin cam Alfa motor - which I think may have had twin plug ignition - and said "Is it a small V8??" Gordon was a very brave driver, coming onto the straight at Caversham the turn was bumpy and, I think, a little off camber – the GTA was often on the verge of two wheeling through there.

There's more about Alfa GTAs from John in Letters to the Editor, page 7.

A beautiful shot of Lionel Beattie in the Repco-Holden Sports at Shell Corner but it is not during the 1960 Le Mans Six Hours Race.

Rod Waller, like John Hurney one of my loyal band of pedants, told me: 'The description of the pic of Lionel Beattie on page 26 is incorrect.

'In 1960 Jack Ayres and co-driver Lionel won the 6-Hour in Jack's red 'Holden Sports'. When Lionel later bought the car he painted it black as pictured and fitted a Repco head. The car was then known as the Repco-Holden Sports.

'The '6-Hour' records in the *Around the Houses* book incorrectly shows the above



pair as 1960 winners in the Repco-Holden Sports.'



I was right! This is Rod Donovan hurling the humpy Holden around the wilds of Caversham.

There is something distinctly odd about that left rear wheel.

I suggested to Rod Waller that the back tyre looks distinctly unhealthy. He replied: Re back tyre; Unhealthy? It's gone on sick leave!

John Hurney said, 'that left rear on the Holden looks very strange, does it actually have a tyre attached?'



My loyal team of pedants has let me down. No-one knows who these two are. I was almost certainly wrong about the Triumph. Closer inspection of the original shot makes me almost certain that it is a TR2 and not a 3 as I said before. However, that doesn't identify the driver. The registration on the Holden is UDB095 if that helps to identify it.

With those three-stud wheels and the small pushrod OHV engine, this looks very much like a Renault Special. The wheels are a bit wide for Lindsay Taylor's CRD, so who and what is it?



It's an NSU Prinz leading a Ford 105E Anglia, but what more do we know? According to Terry Walker's Results lists, it is the Wally Higgs/Noel Potts NSU and the L Stevens/J Ward Anglia in the 1961 Six Hours Le Mans Race. I am almost sure that it is Jim Ward, owner at one time of the 1½-litre, two-stage supercharged Alta, but is Mr Stevens actually Laurie Stevens, better known for punting a speedcar around Claremont Speedway?

It looks like Albany and Max McCracken raced an MGA with number 31, so is this Max leading Jack Ayres in the Holden Sports at Albany?



JK ETC UPDATE – COLLIE TUNING DAY



A gaggle of Austin Sevens, Angelo Fiora leads from Hugh Fryer, Geert de Klerk and Simon Fry

and follow the instructions, you will find many photographs of VSCC events and the Red Dust Revival. You can order copies from Graeme through the web site. Please support Graeme, as he is one of our club's most loyal supporters.

On March 17 the J, K and Squareriggers Group of the VSCC spent a day at Collie, making sure that their cars were ready for the 2023 club year and introducing some of the Red Dust Revival competitors to sealed surface running.

A good time was had by all. Friend of the VSCC and professional photographer Graeme Howie from Sport Pixx Sport Photography (sportpixx.com.au) came along to record the proceedings and here is a sample of his work. There will be more shots from the Collie tuning day in the May issue of *Vintage Metal*.

Remember, if you go to Graeme's web site



Peter Mailey's 1936 Chevrolet Special.



Many years ago I read a book by Eric Frank Russell called *With a Strange Device*. for some reason Alan Hitchcox's Vauxhall Special brings that title to mind. It's a 1937 Vauxhall DX chassis with a 3193 Chevrolet tub and bulkhead and a 1939 Ford Prefect bonnet and grill. The running gear is 1938 Vauxhall J-Series.



Angelo Fiora in his Austin Seven Special, modelled after Bruce McLaren's first racer, in company with Mike Sherrell's MG TC.



Grant Mattioli in his special. Yes, that is a Stovebolt Six, but it's in a Dodge chassis.

Right: Hugh Fryer gives a lady called Morgan a ride in his road-going Austin Seven Special.



MAX'S SILVER ARROWS



The talk by guest speaker Katharine Worth on the legendary Silver Arrows of the 1930s at the March general meeting triggered memories for long-standing VSCC member Max Gamble.

He searched his collection of photographs and came up with the six photographs shown here.

The Mercedes-Benz W125 shown on this page is an example of the most powerful Grand Prix car built before the turbo cars of the 1970s. Those tyres are only seven inches wide and the intrepid drivers drove these cars on some fairly hairy circuits, and the race didn't stop if it rained. Rudi Caracciola earned his title of *Die Regenmeister* (The Rainmaster) with a win in one of these overpowered machines at

the high speed Avus oval track in a deluge.

The text of the notice erected beside the car when it was displayed at Diesel Motors in the 1980s is shown below.

A very dapper Max Gamble is pictured beside the car in the shot at the top of the page. Max took the other shots.

Max's other shots were taken by a friend at a museum in Riga, the capital of Latvia. The Mercedes-Benz and Auto Union racing cars of the 1930s ended up in some funny places and the complications of getting some of them out from behind the Iron Curtain would make most spy novels look tame



1937 MERCEDES-BENZ
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So advanced was the W 125 for its day in its chassis and suspension design, that it launched a trend lasting well into the 1960s, while more powerful Grand Prix cars were not built until the emergence of the turbocharged Formula One vehicles in the late 1970s.

The W 125 is in Australia for display and demonstration by courtesy of the Daimler-Benz Museum in Stuttgart, West Germany.





These shots of an updated Auto Union Type C at Riga show one of the 6-litre V16 hillclimb cars raced in 1938 and 1939.

They resembled the 3-litre Type D Grand Prix cars from some angles, but were much more powerful, as you would expect from an engine that was twice the size.

Hans Stuck won the 1938 German Hillclimb Championship in one of these cars but was beaten for the title in 1939 by Mercedes-Benz driver Herman Lang.



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