

February 2017

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VINTAGE METAL

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

www.vscwa.com.au

30th Anniversary Dinner/Awards Night : Monday 6th February 2017



Bob Ilich's Brabham that will be featured with guest speaker Bob at the February general meeting

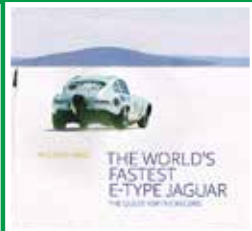
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2016 Vintage Stampede



Classic Adelaide



From the Library



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FROM THE PRESIDENT



Hi Folks,

Welcome to the New Year and what a great year it's going to be. The 2017 program of events is being planned and is shaping up to be even better than last year.

2016 was a wonderful year for the VSCC and ended in style. We conducted five competition events ending with a very successful and well organized Vintage Stampede. On the same day as the Stampede the VSCC set up a major car display at the Cottesloe Civic Centre attracting a great deal of interest and potential new members. The Club's thirtieth anniversary was celebrated with a cocktail party and a formal dinner. The Dad's Army and Caversham car groups continue to go from strength to strength, ending their year with a Christmas function at Whiteman Park.

The year ended with a sit-down dinner at the Burswood on Swan Restaurant. One hundred and ten members and partners enjoyed an excellent meal in the friendly atmosphere our Club is well known for. Our thanks go to David Moir and Sheryl Swarbrick who led the organizing team for this event.

There were significant presentations and awards made at the dinner. To the overwhelming approval of the members present, life memberships were conferred on Ron Fabry and Ian Fry, two most deserving recipients. It gave me great pleasure to bestow, on Graeme Whitehead, a hard-working member, the President's award for the "Significant Personal Effort" he has made to ensure the smooth running of the Club. Max Gamble presented the Max Gamble Trophy to Craig Bradtke, the person "Judged to be an Ideal Club Member". Those worthy recipients are to be congratulated.

To remind us all that we were celebrating an important Club Anniversary, Charlie Mitchell, a member for twenty six years, reflected on the Club's past and interspersed his recollections with many humorous anecdotes.

For many years members have suggested to the Management Committee that the Club had come of age and should have honour boards recognising club officials who have worked to make the VSCC the success it enjoys today. After several false starts Len Kidd decided to do something about the situation. At the dinner he presided over the unveiling of two magnificent honour boards complete with the names of past VSCC officials and Life Members recorded on them. At our first General Meeting they will be displayed on the wall of our meeting room for all to admire.

The Management Committee has already been at work on your behalf, preparing for the New Year, with meetings in December and January. The Competition Committee will be holding their first meeting on the sixteenth of January. Chairperson, Paul Bartlett, has been beavering away on the rewriting of the Standing Regulations for 2017.

The Northam event team's organisation for the Flying Fifty weekend on the 1st and 2nd of April is well advanced and this event promises to be better than ever. Vicki Clark, our public relations officer in Albany, has been working hard on behalf of the Classic and her achievements can be seen on the Albany Classic website or on face book. The Coalfields 500 team will be advertising the 2017 event in Vintage Metal. The Collie weekend is great fun and well worth participating in as a driver, volunteer or spectator.

I look forward to catching up with you.

Drive safe.

Rob Ozanne

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

Minutes of General Meeting

Held at Burswood on Swan, 5 December 2016

1. Meeting opened: 7:30 pm, Rob Ozanne presiding.

2. Apologies: nil

3. Members and Guests: 110

4. Order of Business

The President explained that the normal order of business would be suspended as this dinner meeting was held to conclude the celebration of the club's 30th anniversary and as an end-of-year function to celebrate Christmas and to recognise the contribution of members' partners.

5. Presentation of Awards

The President awarded the President's trophy to Craig Bradtke and invited Max Gamble to present his award to Graeme Whitehead.

6. Honorary Life Members

The President announced that the management Committee had recommended that Honorary Life Memberships be awarded to two members and requested the members present to demonstrate their endorsement by acclamation. Accordingly, Honorary Life Memberships were awarded to Ron Fabry and Ian Fry.

7. Guest Speaker

Former member, Charlie Mitchell spoke on his 26 years as a member of the club from its early days.

8. Honour Boards.

Len Kidd unveiled newly created honour boards listing Club officials and life members.

8.Next Meeting: Monday 6 February

9. Meeting Closed: 10:00 pm

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DAD'S ARMY DATES – 2017

	WORKSHOP SATURDAY	WORKING BEE	DAD'S ARMY TUESDAY
February	04/02/17	21/02/17	28/02/17
March	11/03/17	21/03/17	28/03/17
April	08/04/17	18/04/17	26/04/17 (Wednesday)
May	06/05/17	23/05/17	30/05/17



VSCC OF WA CALENDAR 2016/2017

February

- 4 Workshop Saturday
- 6 General Meeting
- 14 Club Management Committee
- 20 Competition Group
- 21 Dad's Army Working Bee
- 26 Collie Icebreaker Race/Regularity (State Historic Regularity Championship, State Historic Race Championship)
- 28 Dad's Army

March

- 11 Workshop Saturday
- 13 General Meeting
- 14 Club Management Committee
- 20 Competition Group
- 21 Dad's Army Working Bee
- 28 Dad's Army

April

- 1 Lindsay Monk Hillclimb, Mt Ommanney (Club Hillclimb Championship Rd 1)
- 1 Minson Ave Motorkhana, Northam
- 2 Northam Flying Fifty Race/Regularity (Club Regularity Championship Rd 1, State Historic Regularity Championship)
- 3 General Meeting
- 8 Workshop Saturday
- 11 Club Management Committee
- 18 Dad's Army Working Bee
- 24 Competition Group
- 26 Dad's Army **Wednesday**

May

- 1 General Meeting
- 6 Workshop Saturday
- 9 Club Management Committee
- 15 Competition Group
- 23 Dad's Army Working Bee
- 30 Dad's Army

Remember! Deadline for articles and advertisements for the March issue is February 11.

EDITOR'S RAMBLINGS



I hope you all had a great Christmas and that 2017 is everything you wish for.

Here we are back in the swing of things and there is a lot going on. The Standing Regulations for 2017 would normally be in the middle of the magazine as an 8-page lift-out, but they have been held over to the March issue. The calendar for 2017 is as published in the December issue except for the Collie Icebreaker, which is on February 26 and not March 5, so you'll need to get yourselves

moving a week earlier. See page 5 for the updated dates.

Elsewhere in the magazine, there is a photo-gallery from the Vintage Stampede, Mark Duder's report from Classic Adelaide plus club and Dad's Army news.

On the subject of club news, I received 126 photographs of the 30th Anniversary Dinner from John Napier-Winch. I couldn't possibly include all of them in the magazine, but our Web Master, Frank Clay, is going to place them on the web site.

I receive regular email news update from the other VM, *Vintage Motorsport*, and in November there was an interesting item, which I shall quote from as follows:

"Mazda Motorsports is partnering with the Sportscar Vintage Racing Association to Jointly organise the Mazda Miata Heritage Cup, open to 1990-1993 1.6-litre spec Mazdas, at five SVRA events in 2017."

Coincidentally, the five events chosen are among the SVRA's weakest in terms of entries, so the MX-5 expansion is an obvious remedy to any shortfall of racers. I'm pretty sure that CAMS supported a one-make series for the early MX-5s, so it might be possible to work with CAMS to allow early 1.6-litre MX-5s to run in our events with regulations based on those used for the one-make series.

I must thank Octane magazine and writer Andrew English for permission to use his article about where historic motor sport is going. It raises a number of interesting points and while it is aimed at the British and European scene, much of it applies here, too. See page 20.

Celebration of the Motorcar

On the same day as the Vintage Stampede, a number of VSCC members put on a 30th Anniversary display at the Celebration of the Motorcar at Cottesloe Civic Centre.



A US spec Miata (MX-5) set up to race. Vintage Motorsport photograph.



Jim Krajancich's Bugatti was a centrepiece



The VSCC display at Cottesloe

Bob Campbell

DAD'S ARMY NEWS



A busload of Dad's Army stalwarts attended the Christmas function at Whiteman Park. After morning tea we were bussed to the Bus Preservation Society of WA workshop where we enjoyed a guided tour of the workshops. The buses were in every state from immaculately restored to fit for spares and the members of the society were busy with every stage of restoration and maintenance. The bus we rode on was an underfloor engine Leyland, ex-MTT, and I am sure the seats were more comfortable than on the brand new Volvo I rode in recently.

Graeme Whitehead and Terry Le May organised the food and drinks and they were, as ever, excellent. There was a rush of members to make sure that Graeme didn't lift anything heavier than a fork after his recent back surgery.

From the workshop, we returned to the shelter and partook of a delicious lunch before going our separate ways.

Back at the clubrooms, there was work going on with the Caversham Car, but Ron Fabry (left) and Denny Cunnold (right) seemed to be lying down on the job. No doubt they can both explain...

For 2017, there are now three Dad's Army days each month. The Workshop Saturday will be on the first Saturday and Dad's Army Tuesday on the last Tuesday of each month, but there will be a Dad's Army Working Bee on the second last Tuesday. Check the calendar for dates.

Of course the dates are subject to change when they coincide with public holidays or race meetings.



VSCC NEWS

Standing Regulations

The 2017 Standing Regulations will have been ratified by the Competition Committee at the first meeting for the year on January 16th. A copy is posted on the VSCCWA website. A hard copy of these Regulations will be available in the March 2017 edition of *Vintage Metal*.

Guest Speaker for February

The guest speaker for the February meeting will be Bob Ilich, former Brabham racing mechanic and successful racer during the early years of Wanneroo Park.



Bob and the Brabham at a practice presentation

Bob served his apprenticeship at the family business, Ilich Motors, before taking off for the UK where he managed to get a job with the Brabham organisation. This led to his becoming a race mechanic during Brabham's championship years of 1966 and 1967.

In 1968 Bob decided to come home, having stayed for the planned two years in Britain. He decided to bring a BT21 chassis home with him and looked around for a suitable engine. After taking advice from Jack Brabham, he ended up with a Cosworth SCB engine that fitted nicely in the then current 1500cc class.

The Brabham was very quick, but not quite quick enough to beat Craig McAllister's Macon, so Bob sold it and shopped around for a replacement. Unfortunately, prices of racing cars had surged, putting his favoured Brabham BT30 out of reach, so Bob retired from racing.

On his retirement, he looked for a project and the family suggested he buy the car he had been chasing all those years ago. He eventually found one in the USA and brought it home, where it took six years to restore.

There is a lot more to tell, but the "new" Brabham is beautifully restored and will be on display at the February general meeting where Bob will tell the whole story and probably answer a lot of questions. See the front cover for a photograph of the Brabham taken by Bob's wife Rita.

J, K and Square-riggers Group

You may have noticed that the fields for the VSCC's early cars has been growing in the last year thanks to the energetic efforts of Hugh Fryer and his team. A meeting was held in November at Trevor Eastwood's Workshop in November to plan for 2017 and a great number of members and their cars came along.



The gathering at the Eastwood workshop

A minute silence was held for the passing of Bruce Mackintosh, a keen supporter of the group. He will be missed in the pits.

The aim of getting the group together was to give notice that we'll be trying for full fields of cars at Northam and Albany. It looks like we'll be entering 16 to 18 cars both at Northam and Albany.

It is felt that if we can have full fields of the slower pre-war cars then it will encourage more members to dust off the cars that they have not thought about entering recently and getting them on the track.

It is all about having fun with the pre-war cars

and giving them a run in VSCC events again, so if you have a pre-war car which hasn't been in an event in the last few years then 2017 could be for you.

Hugh Fryer will be maintaining an informal list of cars and drivers who intend to enter events so contact him on hmfryer4@bigpond.com if you wish to be part of this group and receive updates. I'll be keeping the information flowing to Vintage Metal as well.

The morning was completed with a demonstration of the Dyno by Bryan Scrivenor using the Bartlett Special. It's a great way to see whether your tuning for events is on track (so to speak).

Rob Ozanne presents Ron Fabry with his Life Membership



members and guests present. The evening included drinks and snacks before a three-course meal.

A slide show was displayed on a big screen put together by John Napier-Winch and there was music throughout the night.

Ian Fry and Ron Fabry were presented with life membership for their years of hard work for the club. Graeme Whitehead received the President's Award for

Graeme Cocks

gacocks@iinet.net.au

30th Anniversary Dinner

The final event for the 30th anniversary year was a dinner held on the 5 December 2016 at the "Burswood on Swan Function Centre" overlooking the river.

There were 110

Rob Ozanne presents Graeme Whitehead with the President's trophy



Max Gamble presents Ian Fry with his Life Membership



Significant Personal Effort and Max Gamble presented Craig Bradtke with the Max Gamble Trophy.

More about the dinner can be found in *From the President* on page 3.

It was a very enjoyable night for all present.

404 Concession Licences

Paul Bartlett recently attended the CMC AGM, where representatives from the DoT explained the new processes around the 404 Concessional Licence. There has been a significant degree of consultation

with the CMC on this topic and that group is now actively involved in the process.

Paul has some copies of the *Code 404 Information Booklet* to post to interested members.

The main thing to be aware of with these changes is that the onus is still on the owner to ensure that their car is used in accordance with the regulations. Specifically, be aware that if you don't pay your Club fees on time then you are driving an unlicensed vehicle.

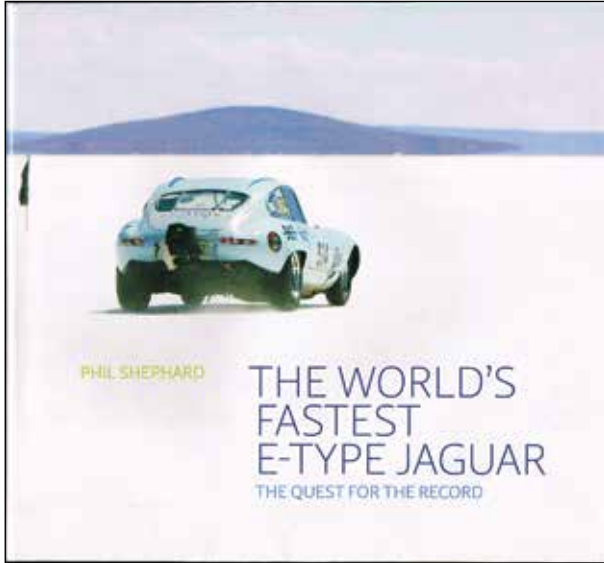
Forms and FAQs are on the DoT web site, all dated December 2016. The E81 form is at: www.transport.wa.gov.au/mediaFiles/licensing/LBU_F_VL_C_E81_VintageVeteranConcession.pdf

FAQs are at: www.transport.wa.gov.au/mediaFiles/licensing/LBU_VL_FAQ_VintageVeteranConcession.pdf

The handbook and the other relevant forms (CMC1 and CMC2) are available on the Council of Motoring Clubs website.

<http://www.councilofmotoringclubs.asn.au/index.php/document-manager/concession-404>

FROM THE LIBRARY



THE WORLD'S FASTEST E-TYPE JAGUAR - THE QUEST FOR THE RECORD by Phil Shephard

This book is the latest donation to the VSCC library. Donated by the Shephard family, it tells the astonishing story of how a road-going Jaguar E-Type, bought in 1962, developed into a salt lake racer that clocked 170.068 miles per hour on Lake Gairdner in 2015.

Originally bought by Wagin businessman and racer Harley Pederick as a road car, the E-Type only raced because Pederick's stove hot Holden blew up in practice for the Albany Around-the-Houses race and the E-Type was rung in as a substitute.

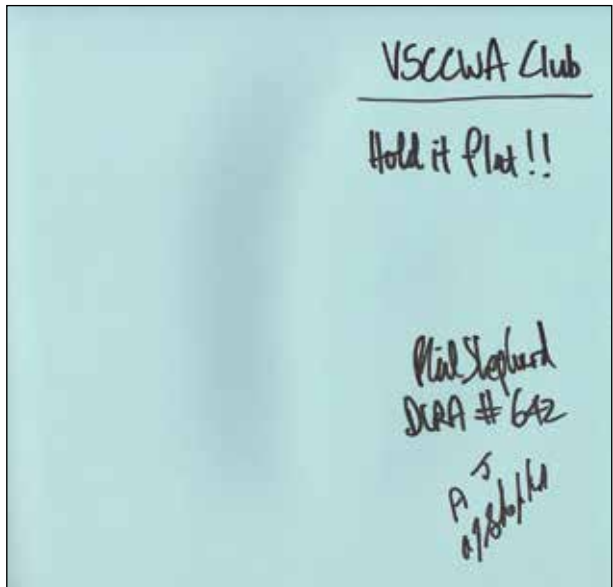
In 1964 the E-Type won the Le Mans Six Hours Race at Caversham, when the brake trouble that showed up at Albany became a major problem. About that time the state government introduced the state-wide 65 mph speed limit and with that limitation on its use, Pederick couldn't see the point of the E-Type and sold it to Stan Starceвич, his co-driver in the Six Hours win.

The Jaguar was used as a road car and occasional racer by various owners until 1975, when its then custodian drove it under the back of a truck.

Allen Shephard bought the damaged E-Type from Roadbend Motors in 1976 for \$2500 and completed the repairs.

Since then the Jaguar has been used for club events, Targa Tasmania in 1996, Classic Adelaide and the 1997 Panama-Alaska Rally.

All of this, plus using the E-Type as his company car between events was not enough, so the car was converted to run on methanol and prepared for maximum speed running at Lake Gairdner with Dry Lakes Racers Australia (DLRA). This required much modification to the car to meet



the DLRA regulations, which are based on those laid down by the Southern California Timing Association (SCTA) for racing at Bonneville Salt Flats.

The first attempt in 2007 ended at Ceduna when Allen and the boys discovered that the event had been cancelled due to rain at the lake. All was not lost, however, as they had met Graeme Cocks and the Fremantle Motor Museum team who invited them to detour via Lake Perkolilli where the Jaguar was exercised on the dry lake. They are still finding red dust in nooks and crannies of the E-Type.

The event was washed out again in 2008 — this time before they left home, so the next attempt was in 2009. After successful runs in '09 and '10, the Jaguar had recorded 161.87 mph (260.504 km/h), which was a class record, but Allen and Phil were sure the car had more in it.

2011 and 2012 were washed out, although in 2011 the team went as far as Ceduna, where they enjoyed the fish and chips. 2013 saw more runs at the lake, but not as fast as 2010 and the 2014 effort was cut short when the long-suffering engine blew up.

The final Lake Gairdner trip for the Jaguar was in 2015 when Phil finally reached the target of 170 mph with a run at 170.068 mph (273.697 km/h).

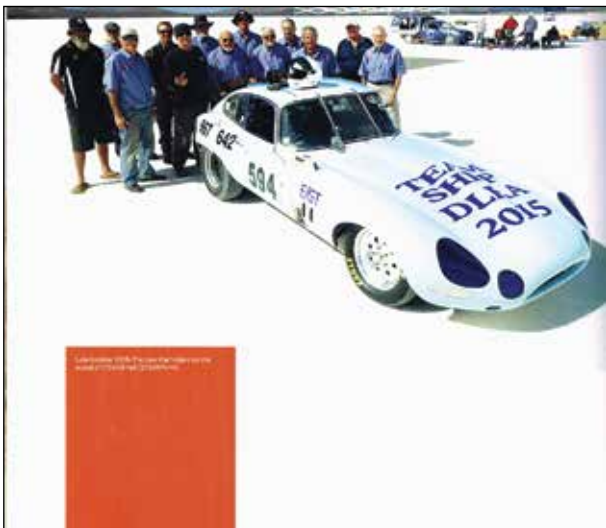
The whole story of the E-Type to date is told in this excellent large format book (259 mm x 282 mm), printed on high quality art paper with every trip across the Nullarbor detailed in diary form.

Every highlight, every mishap and the wonderful team spirit are all chronicled with hundreds of colour photographs of the car, the team, the lake and more. The careful modifications to the car to fit it for salt lake racing, the travails of the team and drivers as they move in on the target of 170 mph are told in easy to read text over 188 pages.

Sidebar stories tell of the cars, characters and some of the history of the places the team encountered. This is no dry as dust list of events but a lively tale, well told and a treat to read.

The review copy has been donated to the VSCC by Allen and Phil Shephard, who signed the fly-leaf (see opposite). It is published by Motoring Past Vintage Publishing and is available through the publisher's web site at www.motoringpast.com.au, priced at \$99.00 plus \$23.00 post and packing for Western Australian customers.

The Jaguar has now been retired from salt lake duties and is being prepared for historic racing.



Lake Gairdner 2015. The crew that helped set the record of 170.068 mph (273.697 km/h)



Browse the club library. Its ever growing collection of books about motor sport, motoring history and more is available for free loan to VSCC members.

2016 VINTAGE STAMPEDE PHOTO GALLERY

Photographers Graeme Howie and Shane Cassidy have supplied these photographs from the 2016 Vintage Stampede. For copies/prints of the photographs or to see other shots from this and other VSCC events, please contact Graeme or Shane. The VSCC has only a "one use" licence to use the photographs and cannot supply copies. The photographs on pages 16 and 17 are Graeme's, those on page 18 are Shane's.

Graeme's web site is www.sportpixx.com.au, email info@sportpixx.com.au, phone 08 9419 5876. For Shane, email shaneccassidy71@yahoo.com.au.



Peter Pelham leads a pack of Group S sports cars in his Datsun 260Z 2+2



Scott Mackie pushing hard in the Torana



Randle Beavis enjoying his Lotus Cortina



Steve Boyle hooks the Fiat 125 into a turn



Assorted V8s lead the Group N field



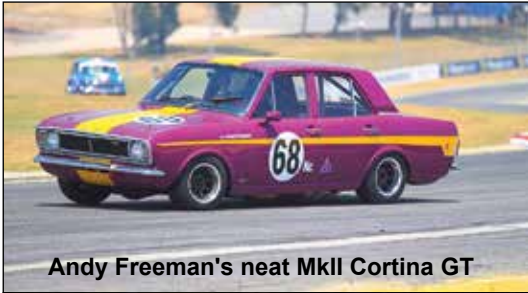
Rod Quinn lifts the Alfa's left front



Terry Van De Wyngaaro's Datsun 1600 heads a pack of Group N cars



Mendo Joncevski pushes his Mustang



Andy Freeman's neat MkII Cortina GT



Jim Newell (Cooper S) annoys Mike Gallagher in the Jaguar Mk 2



Don Behets (Fairlane) leads Mike Moylan (Galaxie) in a battle of the Fords



John Illig has a "moment" in his Elf F2 as the field streams by



Craig Thompson (Royale RP31) leads Ken Lyons (Elfin 620B)



Kingsley and Bruce Jones lead the JKL pack



Gary West's Dodge Special leads Paul Wilkins' Miller Ford



Ken Waller plays with Cortinas in his Volvo



Glenn Badger's 2-litre Escort with Rod Quinn's Alfa breathing down its neck



Tony Michelsen's Mustang leads a mixed bunch of the quicker cars

Kingsley Jones in the Ford Zephyr Special chases Gary West in the Dodge



Russell Benn (Triumph Herald) chases Len Kidd's Porsche 911T



George Webber exercises his Ralt RT5



Russell Cooley in his Falcon XY GTHO



Gordon Mitchell in his modified Fiat X1/9



Stuart Elvidge in his neat Standard Flying 8



Henry Oosterbaan in the unique Alton Holden



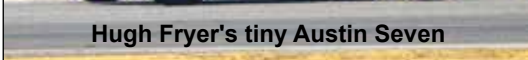
Tony Michelsen's Mustang charging



Hugh Fryer's tiny Austin Seven



David Tweddle's Westfield and Craig Bradtke's Van Diemen



Paul Wilkins' Miller Ford leads Brian Scrivenor's MG TC



Vince Monachino (Alfa Sprint) just ahead of Graeme Paynter's Datsun Z-car

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2016 CLASSIC ADELAIDE BY ALPINE A110

Mark Duder took his Alpine across to South Australia for the Classic Adelaide rally. He emailed me with this description of their travails on the event. As Robbie Burns said: "The best laid plans of mice and men..." Mark also sent some photographs.

Hi Bob,

A summary of our Classic Adelaide event which Greg Humphries and I competed in. It was a 6800km round trip for us and we took 3 days to get there and the same back again.

After getting across the Nullarbor we spent 2 days doing a run over each stage as they are very close to Adelaide city. Good roads and very twisty and a number of the stages are used up to 3 times in a day.

Scrutineering went well on Wednesday morning apart from SA has rules that LHD cars have to have a sticker indicating that on the rear. Luckily a signage company did that for me overnight.



Mark and carburettor, what my old dad would have called: "The joys of motoring".

Then the event itself didn't get under way until Thursday evening with a 400 metre prologue dash on the circuit which also included a hair pin bend and a 60kmh zone????

On Friday the first few stages went well, but then the Alpine started missing and back firing badly, and I had difficulty starting it and keeping it running too. After a slow run on stage 7 Corkscrew Gully, I decided that we couldn't continue anymore, so pulled off to the side.

I removed the carbie and cleaned all the jets, replaced the plugs and checked the leads. Still nothing. (Competitors who passed us on the stages, later said the flames coming out of the exhaust were quite dramatic). So we coasted down hill in angel gear into suburbia and found we were on a bus route. We decided Greg would catch a bus into Adelaide and bring back the trailer, so

we could take the Alpine to our friend Colin Redmond's house which was only a few km away. (Terry Le May would remember him.)

As I waited for Greg, a couple of locals stopped to help. One went home for a spare coil with we tried, but was not the answer and we also checked the fuel filter and fuel pump. Another person who stopped, went home for a dwell meter which he put on and thought it was a timing / electric problem. (Of course he knew Colin. He worked with him 20 years ago)!!!!

Once at Colin's he took over, after finding out what I had already done, he decided it may be the timing that was out. Spark plugs out, rocker cover off, inside hatches and centre of the roll cage out, and then timing lights on. Once the timing was done and everything put back, nothing!! Inspection of the distributor and a change of the centre carbon contact as it was very short, no cracks in the cap and the rotor looked good. Nothing.

By this time it was getting late. As a last resort Colin then thought it might be the condenser, so he rang a friend and went off to get one at 9pm. Let me tell you it is not an easy item to replace





on the SX. Once on, another test start.

Yey. It started first go! !@#\$\$%^&*(! A \$5 part had stopped us. I don't kiss blokes but I did Colin. A quick run up the road on a test run (which had a neighbour really upset as it was 11pm) and it was loaded on the trailer and taken back to Parc Ferme by midnight.

On Saturday Madame Alpine ran beautifully and cornered well, and we thoroughly enjoyed the day on some very good roads, apart from several km of really potholed gravel leaving one

stage, and returning later on the same road to do the stage in reverse.

Several people with new or expensive cars were not happy with stone chips, and I have to restore the radiator air lip yet again. A policeman on duty stopped us and said he would pick up the fibreglass pieces for us!! Ha Ha.

The last 2 stages were held on the slightly extended race track again late afternoon, but before we started, the car 0 came off the track into a tree and was severely bent, (an Evo) which made it a night time run with headlights on by the time they had cleaned up.

ABC has a clip of a red Escort cornering on the Chain of Ponds stage which is worth seeing. www.abc.net.au/news/2016-11-18/rally-car-rolls-in-adelaide-hills/8038724?section=sport

Just after this corner is a wiggly straight followed by a sharp LH 3 corner. The driver of a V8 Capri from Perth, Simon Gunson thought his navigator said it was a 9. Mmmm.



While we were in SA I was surprised how many people came up to look at the Alpine, and mention they had owned an R8, R10, R12, R16 and a few Gordini owners too, so they must have sold a lot of Renaults in SA. All knew Colin too which is not surprising.

Then it was back on the road again across the Nullarbor. Coming back we saw a dingo, several eagles, kangaroos, emus and just out of Norseman some camels including one that had been hit that night.

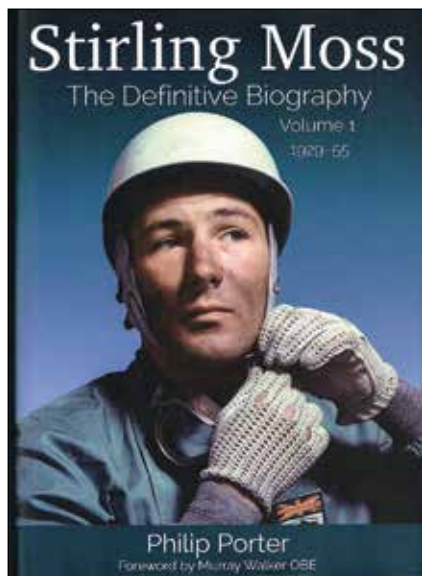
As a foot note to the condenser, I was speaking to Wally Phoebe at the Classic car show and he said "if you had rung me up, I could have told you that was at fault, just by your description on the phone",

John Hurney also said condensers were always a problem, especially with Ford/Lotus engines.

Mark Duder



BOOK REVIEW: STIRLING MOSS - THE DEFINITIVE BIOGRAPHY VOLUME 1 1929-55 BY PHILIP PORTER



Written by Philip Porter, who produced the wonderful Stirling Moss Scrapbooks, this substantial tome (640 pages including results list and index) covers the first half of Moss's remarkable career, from his first forays into motor sport with his father's BMW 328 to his year as Fangio's number two in Mercedes-Benz Formula 1 and sports cars.

It actually starts earlier than that with a brief history of Moss's family leading to his birth and childhood and his adventures with the Austin Seven called "The Jeep".

His mother was an accomplished horsewoman and saw to it that Stirling and his younger sister Pat learned to ride. Both competed successfully on horseback, although Pat was more successful, becoming one of the British Showjumping Team.

It tells of how Stirling had a Morgan three-wheeler to dive when he made his first abortive attempt to get into motor racing, sending a £50 cheque as deposit on a 500cc racer. His father spotted the cheque and not only cancelled the transaction but confiscated the Morgan

for a time, leaving young Moss to get about on his bicycle.

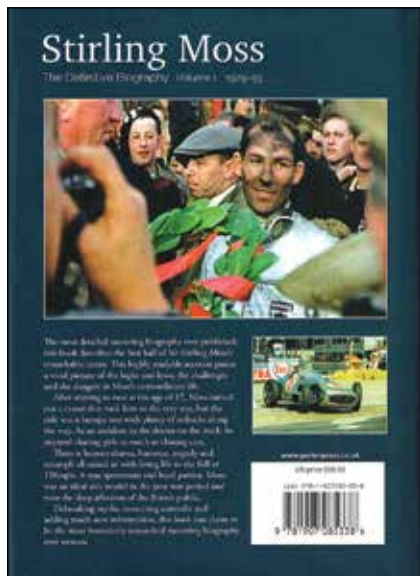
As a former racing driver, Alfred Moss was convinced that nobody could make a decent living in the sport and was extremely discouraging to Stirling. However, Stirling did manage to persuade his father to allow him to enter local events in his BMW 328. That was the start of something big.

Stirling graduated to 500 cc racing in 1948 with limited support from his father — the family horsebox was converted to carry the Cooper racing car and Stirling was given 12 months to make good. Moss senior also advised his son, his own racing experience being useful.

From there the book takes us through the familiar story. The Jaguar XK120 drive in the TT, racing for Jaguar and HWM and on to the purchase of a Maserati 250F for the 1954 season, which led to a Mercedes-Benz works drive and the wonderful 1955 season when Stirling played understudy to the great Juan Manuel Fangio.

The detail in this excellent account makes this book a worthwhile addition to any motor racing fan's library. It has everything other Moss biographies has plus much more. We await Volume 2 with great enthusiasm.

Bob Campbell





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EVERYTHING YOU WERE AFRAID TO KNOW ABOUT HISTORIC MOTOR SPORT BUT WANTED TO ASK

This multi-billion-pound industry has never been so valuable, never been more popular with the public, and never attracted so many big names from the racing world. But that also means it's in grave danger of legislating itself out of contention for many grass-roots enthusiasts — and those who prize originality above victory. Andrew English investigates.

Originally published in the July 2016 issue of Octane magazine. Reproduced here by permission.

NEVER MIND THE WEATHER, throw another log on the fire and think about where you are going to watch some classic racing this summer. Because if you are spectating at a motor sport event, chances are that it'll be Historics.

With the exception of the British Grand Prix, Historic racing is motor sport's biggest (and certainly its fastest-growing) spectacle. Attendance at last year's Silverstone Classic bust through 100,000, Goodwood's Revival is pegged at nearly 138,000 and the Festival at about 150,000 — while this July's F1 show at Silverstone will be lucky to muster more than 140,000.

In 20 years classic cars have turned from a quaint hobby into a massive money-making industry and, with ultra-low interest rates and bond and equities values plunging like stricken horses, race meetings and their attendant auctions are the shop window for the burgeoning trade and the spiralling investment values of the cars. In 2011, the Federation of British Historic Vehicle Clubs (FBHVC) valued the classic car industry's value at £4.3 billion, worth £1 billion in exports and providing jobs for 28,000. And in the race game, the costs, values and standards of presentation are soaring, too. The cars are faster, handle better and look amazing, and the racing is more exciting and, er, professional.

The big-ticket events are major money-spinners, too. According to another FBHVC report, the 2012 Goodwood Revival made £13.6 million gross, cost £7.48 million in direct costs, and an additional £4.08 million in overheads, with net profit of £2.04 million or 15%. So as you stand alongside hundreds of like-minded enthusiasts on the bank at Redgate, Abbey, or Madgwick, in your recently purchased flat hat, clutching your expensive admission ticket, watching the cars scabble past to the accompaniment of a crackling exhaust soundtrack, it's all tickety-boo, isn't it? Nothing rotten in the racing State of Denmark, is there?

Well no, Historic motor sport isn't altogether OK, and the unedifying sound of two ex-Touring Car Champions squabbling over a Goodwood eligible Historic saloon the other day set the hairs on the back of my neck prickling. You don't need a spade to dig up issues, either.

Club-level meetings are struggling to fill grids as amateur drivers are put off by spiralling costs, petty-fogging regulation and a tick-box safety culture. And, as values increase ever upwards, there's a steady stream of long-standing club racers being converted back into road cars, thus erasing a palimpsest of how things used to be.

'The situation with development and safety is out of control,' said one former senior official with the FIA. 'Pragmatism has gone out of the window.'

Racing cars tend to be like George Washington's axe or the Argo in Greek mythology, in that the process of doing what they are built to do means sooner or later everything gets replaced. Safety and modern materials mean some things get changed, yet if you walk round the paddock marvelling at cars that look brand new; you might be surprised to learn that, in fact, some are exactly that, with just a chassis plate linking them to the identity under which they masquerade. Last year I counted three cars in a grid of 30 Jaguars that might

conceivably have had a continuous racing history. So why aren't the authorities preventing this?

The RAC MSA (formerly the Motor Sports Association) is the UK's motor sport administrator. It issues permits to events covering the way they are run in terms of safety, administration, marshalling and insurance. It also hands down and governs racing car rules from the French-based Federation Internationale de l'Automobile (FIA). Neither of these administrations have a God-given entitlement to administer motor sport; more like squatter's rights. The MSA has no parliamentary mandate but, in the wildest, early years of UK motor sport (then as the Automobile Club of Great Britain and Ireland), it fought off all comers (particularly the Motor Union and powerful clubs such as the Midland Automobile Club) to run motor sport. After the total ban on public-road motor sport in March 1925, the RAC became and remains the de facto governor of UK motor sport.

While individual clubs and organisers can invite whomsoever they damn well please to their race and hillclimb meetings, the overall rulebook governing Historic motor sport is FLA's Appendix K. This is a 103-page chunk of dead tree, described as 'outdated and meandering' by one competitor and 'imperfect science' by Simon Hadfield, former chairman of the FIA's Historic technical commission and proprietor of a thriving race preparation business.

'It's not perfect,' admits Rod Parkin, long-standing chairman of the MSA's Historic committee and that rare thing, an approachable Yorkshireman. It starts well, though, and Parkin quotes from the opening paragraph: 'Historic cars may be used for competitions under a set of rules that preserve the specifications of their period and prevent the modifications of performance and behaviour, which could arise through the application of modern technology. Historic competition is not simply another formula in which to acquire trophies, it is a discipline apart, in which one of the essential ingredients is a devotion to the cars and to their history. Historic motor sport enables the active celebration of the history of the motor car.'

These are Corinthian ideals indeed, though in today's scarily competitive Historic arena even Parkin admits that things have changed. 'Cars have been adapted,' he says, 'as younger people start to drive them, who don't have such mechanical sympathy'.

Of course, he's too polite to mention super-rich owners with the ethics of weasels, or pro drivers and teams with win-at-all-costs philosophies and ends-justify-the-means methods. Not all of them are like that, of course, but there are enough out there to skew the balance. Nothing wrong with that, you might think, they all work to the same set of rules. Except they don't.

As Hadfield explains: 'Appendix K is a good set of rules, written by good people and based on good advice. The aim is an elegant, all-embracing and encompassing structure that enables a level playing field all around the world, but it's been undermined by the "golden" rule, which is that people with the gold can choose to ignore the rules.' Significantly; he adds: 'Development in Historic racing should be an oxymoron. But it happens.'

You might (or might not) be slightly horrified at the things we've heard in the process of researching this article: Ford Cortinas 'developed' in wind tunnels, 1950s saloons on shaker rigs, lever-arm dampers so filled with unobtainium they cost more than £2000 a corner, E-types with such radically lowered suspension that differentials and floors are refabricated and moved, Historic cars with programmable traction control via CAN-bus modern electronics, cars bathed in acid to lose weight, cars completely remade to move suspension pick-ups into more favourable locations, and all of it disguised with the ingenuity of a Q Ship builder.

What's more, there's a culture of *omertà* in the Historic racing business and most folk we spoke to asked not to be named.

And why, you might wonder, are the rules not being enforced more rigorously by the RAC MSA? This leads us into another sorry byway, known as the Historic Technical Passport – HTP. This is in essence an identity document, which is supposed to accompany every entrant in an FIA endorsed meeting. It details what the car was like when it left the factory (its homologation papers), against what it is (or should be) now. It replaced the Historic Vehicle Identity Form (HVIF), which had a truncated history of the car that, as one expert said, 'usually contained more misinformation than truth'.

In the last year the FIA has introduced a new structure involving payment by the competitor for the inspection process and licence, which is renewed every five years (since extended after widespread protest to every ten years). These new HTPs are the source of great ire among competitors, especially those with a few cars, as the process can cost upwards of £1000 a car.

Many feel that they are not only a grubby way of coercing money out of Historic motor sport, but also an acknowledgment of the incredibly lax past management of the system. At one time the system was so hopeless that, in some cases of rare but desirable racing cars, there were more than twice the number of 'genuine' HVIF validated cars out there than had ever been made by the manufacturer.

And it's not getting that much better. I've been shown three separate HTP papers for the same car in different specifications and I understand this is by no means exceptional.

Not all cars (Grand Prix racers and GT cars, for example) have homologation papers, which leads to wide differences of opinion about what was original. Although it should be up to the competitor to prove the specification that's being applied for, the MSA's irregular army of volunteer inspectors aren't always universally experienced enough to judge, and some of them feel cruelly exposed. As one inspector told me: 'We're really vulnerable, competitors hate us, we're open to be sued by wealthy owners if we get it wrong, and we're doing it for pin money'.

Furthermore, Rod Parkin says: 'We're all conscious that we don't have enough expertise out there,' admitting that the new HTPs are perhaps 'an acknowledgment that we don't have ability to monitor cars as well as we could.'

So who's to blame?

'It's a big exercise in buck-passing between the competitors, the organisers and the clubs,' sighed one senior official with a long-standing UK motor club. The FIA is exasperated at the delays in implementation by the MSA, the MSA points the finger at competitors and, even when individual cars are judged to be breaking the rules and remedial action taken, 'the next time we see them on the grid, they're back the way they were,' said one official. 'Organisers don't seem to care.'

Several fingers point firmly at event organisers. On the one hand they're more keen on spectacle than the letter of the law and also making quite tricky and dangerous cars easier and safer to drive; on the other, they're trying to equal things up on the grid in the face of the dilemma of the single dominant car of its period. Goodwood, for example, has permitted some super-tuning of its entrants, though Will Kinsman at the motor sport department strongly refutes any suggestion that Goodwood's particular rules have encouraged a lackadaisical attitude to rule-breaking.

'We have more people checking rules than at any other meeting; he says. 'Ride height, weight, wheelbase, displacement, trick suspension or materials, we're checking them.' He also says that Goodwood works closely with the MSA and the FIA Historic commission to

check on and enforce HTP eligibility where appropriate. Besides, Goodwood should have enough clout to invite the best and reject the rest 'We make every effort to choose the best cars,' says Kinsman, 'and we would always invite the car with a continuous history first.'

Has the MSA been asleep on the job? It's a reasonable question, although to be fair it has had more important priorities in the aftermath of four rally spectator deaths on the 2013 Snowman rally and the 2014 Jim Clark rally. There was a real danger that an entire branch of motor sport could be banned outright and the subsequent Scottish Government motor sport safety review has been extensive and rigorous. Its recommendations, published in January last year, were comprehensive and have been taken up in full by the MSA.

'Faced with significant changes in our sport,' says Rob Jones, the MSA's chief executive, 'our focus has been on spectator safety.'

He's right and by most accounts the MSA rose magnificently to the challenge of those recommendations, but I'd not be alone in thinking it hasn't been independent enough in the past when faced with controversial FIA diktats, such as those for stress ECG tests for International licence applications, or the dubious short-lifing of some components such as seats, belts, helmets and overalls.

Nor do Parkin or Jones seem aware of some of the many complaints I heard when researching this feature. 'It's not registering with us,' responded Jones when I put some of the anger over HTPs to him.

Several schools of thought are out there concerning ways to discourage the cheats, including the pragmatic acknowledgement of dodges and allowing free internals to components such as dampers, but rigorously enforcing the external dimensions. 'This would be an enormous step,' said its proposer, a former senior MSA official, 'and I'm not sure there's anyone brave enough to do it, but Appendix K is no longer fit for purpose.'

In spite of being disillusioned with the current enforcement, Hadfield has more faith in Appendix K. 'Look at Historic Formula Ford,' he says. 'They simply get the dampers off the first five cars and send them off for testing. It can be done and Appendix K is a good structure. It's like the lines on a tennis court, which allow you to go and play within it.'

There's another way of doing it, though, which encompasses both ideas and has been repeatedly suggested by one well-known Historic race driver. His idea embraces the enforcement of Appendix K, but also attempts to remove any benefit of cheating.

So ride height should be set by a three-inch block, for example, which means there's no advantage in lowering the car. It's how things used to be done, but modern silencers might make it tricky to implement. Minimum weight should be set at mid-homologation settings and ballast mounted high in the structure, which would negate the benefits of reducing weight. Lastly the camshaft lift should be as stated in the homologation papers, so that cheating engines can't breathe deeply enough to benefit from their hooky specifications.

In the end, though, does any of this matter? I'd suggest it does. As we've seen with other sports, cheating ultimately discourages competitors and eventually puts off spectators. If the result's rigged, what's the point? And while not everyone I spoke to agreed, I believe that if you discourage the grass roots and the little guys, you ultimately kill the sport.

Perhaps the bigger point is that Historic racing, like motor sport in general, doesn't enjoy a guaranteed existence. It's not environmentally friendly, it's noisy and it's dangerous. It seems only right that the administration of Historic motor sport should be trying to ensure that the cars are usable and accepted in the long term rather than turning a blind eye to a few duplicitous black-hats hoodwinking themselves onto the podium and, in the process, putting the whole sport at risk.

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