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VINTAGE METAL

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

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Next General Meeting: Monday 3rd July 2017



Albany Classic

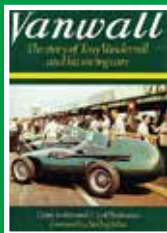
IN THIS ISSUE



JK&L Square Riggers Update
Targa Tasmania 2017 Report



George White Special Restoration
Albany's Racing Revolution Review



Olden Days Cars
From the Library



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FROM THE PRESIDENT

Hi Folks.

The feedback I have received suggests the 2017 Albany Classic was our best yet. My heartfelt thanks go to all of those who made this possible. The Mount Clarence Hillclimb and the Classic ran without any major hiccups. The drivers enjoyed themselves, the officials were happy and we ran to schedule despite a hold-up at the start. Most importantly, at the end of the day, the public were entertained, many making a mental note to attend next year. Our major sponsors were delighted and pledged to continue their support in 2018.



Paul Bartlett, the Chairperson of the VSCC Competition Committee, has written a detailed account of the weekend in this edition of VM.

It's only when you take a look at the logistics of the event the enormity of the organization required to run the weekend becomes apparent. 77 officials are needed on the Saturday and Sunday just to run the Mount Clarence Hillclimb and the Classic. In addition, an army of volunteers worked early in the morning on Saturday and through the night on Sunday to set up the hillclimb and the circuit then dismantle it on Sunday afternoon.

In the weeks leading up to the event, approvals from CAMS, police, local businesses and the City of Albany have to be obtained, insurances applied for, sponsorship contracts negotiated, advertising and promotion planned and conducted, entries sent out and the returns and fees processed. Once that is done the cars have to be sorted into fields and entrants notified. Access to scrutineering has to be organized in Perth and several country centres.

This isn't the definitive list. I could fill the page with further tasks that were planned and carried out. It's a minor miracle and I am always amazed when such complex organization comes together to run smoothly on the weekend.

Of course this miracle happens because of the talent and dedication of the volunteers who give a huge amount of time and effort behind the scenes.

Planning for 2018 will start with a debrief of 2017, at the Brabham Clubhouse, on the 19th of June.

Thankfully we now have a break until the 30th of September when the Coalfields 500 will be run at Collie. This is a weekend event and participants can enter races, a hillclimb and regularity events. Many camp at the circuit and a great social atmosphere is one of the delights of the weekend.

The Management Committee will be working on the new constitution, the introduction of the CAMS entry system planned to be in place for Collie, the signing of a five year contract for Albany and the signing of a lease agreement with the State Government for the "D" circuit at Caversham. Takes your breath away thinking about it.

I look forward to catching up with you at our next meeting or event.

Rob Ozzanne

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

Minutes of General Meeting

Held at the clubrooms, Caversham, 12 June 2017

1. Meeting opened: 8.02 pm

Apologies: Mark Jones, Len Kidd, Lou Symes, David Moir, Brad Peters, Evan Edwards

New Members and Guests: Nil

Adoption of minutes: **Moved:** Paul Wilkins **Seconded:** Max Gamble. **Carried.**

Business Arising: Nil

Treasurer's Report: Sheryl Swarbrick reported for Evan Edwards that the current balances were healthy especially as membership renewals for 17/18 were steadily being received.

Moved: Ivan Okey. **Seconded:** Max Gamble. **Carried.**

Secretary's Report:

Correspondence In: Predominantly good comments re Albany RTH.

President's Report:

Albany RTH: Most of the feedback to him was that it was the best ever event. The Administration team were very happy. The event appeared to run very smoothly. The sponsors were very happy. They commented on how wonderful the event was and many pledged continued support of the event. The Mayor of Albany was also very happy and expressed to the President the need to formalise any agreements for 3, 5 or even 5 x 5 years by the end of the year.

The President then opened up the floor for comments.

Max Gamble reported that scrutineering went well. He was also very happy with the size of the JK group.

There had been large exposure of the event on social media which was very good. This was mostly due to the Albany coordinator, Vicki Clark.

A member commented that he was happy with the revised format used this year of 3 events per group. This resulted in less stress throughout the day.

Events started off longer however appeared to shorten as the day went on. Paul Bartlett to investigate. Paul also advised that the debrief for the event was going to be held on the 19th June at Caversham and all members were welcome to attend. If they were unable then he welcomed any comments via email or via phone. There had been problems with the crossings and a communication problem with the crossings at lunch time. These to be discussed at the debrief.

Paul Wilkins reported that he noted a problem with inappropriate barriers around the St John's Church. The tape was not adequate if there was an incident. (To be discussed at the debrief).

Ron Fabry reported that the artwork for the poster went for \$5000.00 at the dinner. He believed it was a record and commended Mr Brian Hall for purchasing the picture. Mr Hall was a great supporter of motor sport and in particular speedway. He was going to donate the picture to his mother-in-law, Mrs Theyer, who together with her husband was the subject of the picture.

There was a discussion re the state of the surface of the road. It was very bumpy this year compared to others. Question asked whether we could see if it could be resurfaced in time

for next year.

The President reported that the Albany team set a record this year in dismantling the track after the event. All the work was completed by 7pm. This record was in part possible because of all the assistance by the drivers in dismantling the secondary barriers. Many thanks to all those who assisted.

State of Play Reports

1) **Competition:** Report by Paul Bartlett. Albany all done. There had been record numbers in all fields. The gate was slightly less than previous years however it would appear there was more leakage ie freebies around the circuit.

2) **Workshop:** Report by Ron Fabry. There is likely to be a first aid course for Dad's Army members to be run by CAMS. The Hyundai and trailer are now operational and will be used to clear rubbish from around the clubrooms. Ron asked members if they knew of any interesting collections car or otherwise that the Dad's Army members could visit. Could they please contact him with any suggestions?

3) **Social:** Report by Ed Farrar. In conjunction with the City of Swan, there will be an event on the 15th October. It will commence and finish at Sandalford Winery and consist of a 32 km lap of the Swan Valley. The event will be opened to licensed and non-licensed cars and after the tour there will be a display on the Caversham circuit opened to other car clubs with a special guest in attendance. He also reported that there were plans under way for another end of year dinner.

4) **Regalia:** Ivan Okey has taken over the role of managing the VSCC regalia from Mike Barnes. Many thanks to Mike Barnes and Jean Atkins for all their hard work and time in the role.

5) **Caversham:** The Management Committee will discuss on the 13th June two options for leasing of the circuit. Once an option decided it will be reported to members.

6) **CAMS:** Reported by Paul Bartlett. Paul reported on the meeting of the 8th June. There was discussion whether the RTH event fits into the State Championship mould and whether it should remain there. He reported that Nick Rhamatulla offered clubs a document that could be used for their constitution. There was also a survey on the CAMS website that asked for members' opinion of the organisation and motorsport. Survey to close 21st June 2017. Paul also reported that he had received an email from Mr Ben Pretty, the CAMS Sport and Development Officer on the Albany event. He congratulated the Club on a well run and enjoyable event.

General Business:

1) Ron Fabry reported that cars and memorabilia from Paul Stubber were going to be on show at Whiteman Park.

2) Ed Farrar returned a trophy that had been presented to him on behalf of the Club from the Town of Northam for the Best Event in 2000.

Guest Speaker: Tony Brett spoke about his new toy – the Jaguar Special built by Bruce Abery. Interesting car!

Meeting closed: 9.15 pm.

Minute Scribe – Cris Farrar, 13/06/17



Tony Brett's Jaguar Mk VII Special

EDITOR'S RAMBLINGS



Classic Cars & Coffee

For those of you who haven't been looking at the bottom part of the back cover, VSCC member Paul Blank has been renting that space to keep you up to date with his various ventures.

The current advertisement draws your attention to his *Classic Cars & Coffee* mornings at the UWA Business School Carpark. They run from 8.30-10.30 am and the next one is on Sunday July 2.

For future dates check the web site: classiccarsandcoffee.com

Electronic Ignition

Oddly enough, no sooner had the previous issue of *Vintage Metal* hit members' mailboxes with the story about *Why We Love The Contact Breaker* than I bought a *Practical Classics* magazine with a story about fitting electronic insides to your classic car distributor. To give the writer his due, he recommended an easily reversed conversion and also that you carry a set of points and a condenser with you for emergencies. Given Mark Duder's experience on Classic Adelaide, I'd carry two condensers (or capacitors for the pedants).

More on Distributors

While holidaying in the land of my forefathers, Helen and I spotted a Jaguar 3.8S lurking in a lane beside the Ship Inn (right). It didn't seem to be going anywhere and a few days later I saw an overall-clad bloke partly submerged in the Jag's engine bay. When he came up for air I asked what the problem was. It turned out that the distributor bearings were shot and the rotor arm kept knocking itself out against the inside of the distributor cap. Getting the distributor off the 3.8-litre Jaguar engine from the depths of the extremely well packed engine bay was, apparently, no picnic.



I did ask why he hadn't fitted one of the electronic conversions. He said that the owner preferred to keep it all original, before he dived back into the depths of the engine bay.

Entwined in the Valley

Highlighted in red in the calendar opposite is a VSCC 30th Anniversary function that has been organised by the 30th Anniversary Committee in conjunction with the City of Swan. As described in the minutes, it will be a 32 km lap of the Swan Valley, starting and finishing at the Sandalford Winery.

It is open to licensed and unlicensed cars and after the tour there will be a display on the old Caversham circuit that will be open to other clubs.

More details in future issues of *Vintage Metal*.

Bob Campbell

NOTE! DEADLINE FOR ARTICLES AND ADVERTISEMENTS FOR THE AUGUST ISSUE IS JULY 11.

VSCC OF WA CALENDAR 2016/2017

July

- 1 Workshop Saturday
- 3 General Meeting
- 11 Copy Deadline August *Vintage Metal***
- 11 Club Management Committee
- 17 Competition Group
- 18 Dad's Army Working Bee
- 25 Dad's Army

August

- 5 Workshop Saturday
- 7 General Meeting
- 11 Copy Deadline September *Vintage Metal***
- 13 Targa City Sprint, Perth CBD (TBC)
- 15 Club Management Committee
- 21 Competition Group
- 22 Dad's Army Working Bee
- 29 Dad's Army

September

- 2 Workshop Saturday
- 4 General Meeting
- 11 Copy Deadline October *Vintage Metal***
- 12 Club Management Committee
- 18 Competition Group
- 19 Dad's Army Working Bee
- 26 Dad's Army
- 30 Collie Hillclimb (Club Hillclimb Championship Rd 3)

October

- 1 Coalfields 500
(Club Regularity Championship Rd 3
State Historic Regularity Championship
State Historic Race Championship)
- 2 General Meeting
- 7 Workshop Saturday
- 10 Club Management Committee
- 11 Copy Deadline November *Vintage Metal***
- 15 Entwined in the Valley (30th Anniversary function)**
- 16 Competition Group
- 24 Dad's Army Working Bee
- 31 Dad's Army

DAD'S ARMY NEWS

Any Collections?

If any reader knows of a VSCC member or friend who has an interesting collection or display that they would be pleased to show off to the members of Dad's Army, please let Ron Fabry or Graeme Whitehead know (contact details on the inside front cover). We are looking for suitable venues for the two annual Dad's Army outings, Christmas in July and the Christmas function.

It doesn't have to be a car collection. We have looked at motorcycle collections, movie memorabilia and more. It shouldn't be too far from Perth and preferably with parking for up to 25 cars. It would be even better if there were lunch or barbecue facilities close by, to which we could adjourn to satisfy the inner person.

Caversham Car

With two Tuesdays each month, Dad's Army were hoping that the Caversham Car would be speedily completed, but nothing ever goes quite to plan...

The usual suspects turned up on May 23 to find that Denny Cunnold was unable to attend, which put progress on the paintwork on hold.

The car was nevertheless driven into the workshop and Kevin Dorn pulled the right front brake to pieces to fix a persistent fluid leak from one of the wheel cylinders. Then Kevin got a telephone call and departed at speed to get his cows off the road at Gingin!



Ian Fry stepped into the breach and continued work on the offending brake (above).

On May 30, Denny was able to continue his work on the paint, filling a number of pinholes in the fibreglass body that were shown up by the first coat of green paint. But, as Robbie Burns said so well, "The best laid plans of mice and men gang aft agley."

In this case, the hydraulic trolley jack decided that it would lift no more, and Peter and Ian were detailed to persuade it to resume its appointed tasks.

The Club's Mighty Hyundai and Box Trailer



Wally Phoebe and Peter van der Struyf have got the car going again (left with trailer). She puffs a bit of smoke but it is a bit of a beast!

We are looking for some flat metal sheeting for the floor of the trailer if any club member has some if they could contact Graeme or Ron so we can arrange to have it picked up. The car

and trailer will be used to cart rubbish out of the clubhouse compound.

Christmas in July

Graeme and Ron have settled on the Rail Heritage Museum in Bassendean. The date is yet to be finalised, but we shall meet for morning tea at the museum then have a guided tour of the locomotives and rolling stock. For those who are interested we shall go on to the Bayswater pub for lunch. Word on the date will be sent out to Dad's Army members by email, telephone, snail mail or pigeon post (perhaps not the last...).

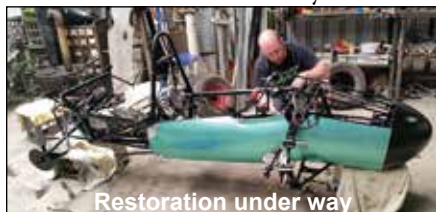
GEORGE WHITE SPECIAL - 1961 TQ



Peter in the TQ at Albany, pre-restoration

This race car was constructed by January 1961, to compete on both bitumen and dirt surfaces, although the cars of the day ran mainly on bitumen street circuits, with some specially built tracks throughout the South of the State. There were events at most of the regional towns in the States south to as far north as Perth. Tracks were mostly street circuits, with Narrogin, Katanning, Mt Barker and Albany being the most prominent. A round of races was held to find the Champion of the State. Current owner Ryan

Theyer's grandfather, Bill Theyer, was to win three years in a row, and was to retain the perpetual trophy. His TQ was sold to a Narrogin competitor in the late 1960s, and could not be located. This car was offered to Ryan's father Peter in 1995, by then owner George White, as he wished it to stay in the family, Bill Theyer being instrumental in its build. The TQ was a



Restoration under way



Restoration almost complete

handbuilt racecar, based on mainly motorbike parts, although the car has Fiat Bambino brakes and modified parts from a Lambretta scooter, to name a few.

The engine is from a Triumph 500cc motorbike, and is a special engine, as it is a Speed King Trophy Special, which features aluminium barrels and twin carburettors. The motor was from Triumph in England. It was the 86th engine built in 1946, less than 12 months after the end of World War 2.

Peter ran the car at Albany a few times before it was decided to restore it.

In 2016 Ryan and Peter began the mammoth task of rebuilding the car, which was in extraordinary condition for its age. It was stripped and lovingly restored over the next twelve months, being finished just in time for the Albany Classic.

It still displays some battle scars, as it was once crashed heavily into the fuel bowsers at Mt Barker.



Left - the engine. Right - the nose

ALBANY CLASSIC 2017



**BY PAUL BARTLETT
COMPETITION COMMITTEE CHAIRMAN**

Photographs by Nicole Tothe, Ken Hayden and Peter Harrold

Once again, the Albany Classic turned on a fantastic weekend of motorsport, with record entries, great crowds and perfect weather, well almost...

The event opener cocktail party on Friday night was attended by 85 drivers, officials and their partners. Drinks, nibbles and conversation about the upcoming events were enjoyed by all in the Albany

Town Hall. The official opening was performed by the Albany Mayor Dennis Wellington, with other

dignitaries, including Bruce Manning from the Great Southern Development Commission, giving their unreserved support for the Albany Classic and recognising the various agreements that need to be in place to ensure the longevity of this truly unique motoring event.

Saturday morning, 7am, Mt Clarence, raining and cold, well it is Albany after all! The crew of dedicated and somewhat damp volunteers were well underway with the setup of the track and timing system, with the makeshift pits in the carpark filling rapidly with a very diverse range of 50 cars ready to tackle the hillclimb. Many thanks must go to Peter Harrold and his team for the great effort in getting all of the infrastructure in place.

Proceedings got underway a little behind schedule due to



Paul Bartlett briefs the drivers



Ken Waller keeps the V8s honest in his Volvo 142GT



Rami Brass keeps his MG ahead of an assorted field

the wet weather but soon got into the rhythm, with some spectacular take offs on the wet track exciting the good crowd of spectators. Vaughan Brewer kept the crowd informed with many snippets of interesting information about the cars and drivers. Although the early runs were in rain and on a wet track almost everyone got through without any issue, there was only one “off” due to the slippery road surface.

The locals say “when the wind starts blowing the rain will go away”, and it did for the second group, with the weather clearing it allowed for some faster times to be set. Unfortunately, Dick Ward had mechanical issues with the little Fiat this year and was not competing so the challenge of a sub 30 sec run was left up to the others. There was some very spirited competition between all of the competitors, but it was the top two contenders John Webb in his Porsche narrowly edging out Dave Watkins in the Nissan “Godzilla” for the fastest time. Webby set a time of 30.99 secs so you better watch out next year

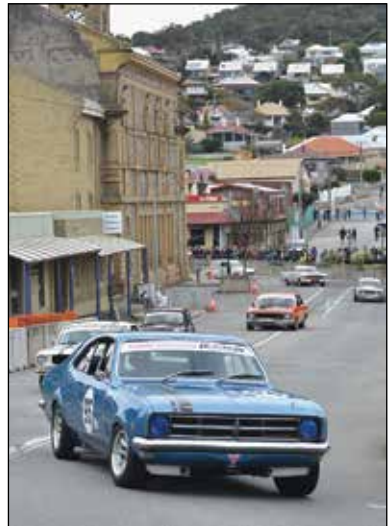
Dick. A special note

should be made of Dick Turpin in his Triumph Special, he had mechanical problems but still came out and set a time of 43 secs, pretty good for an 84-year-old!

Sunday morning, 7am, Albany City library carpark, fine but chilly, the pits were already buzzing with activity!

The Albany Track Setup Crew had been up during the night setting up the track and, apart from last minute setting up of officials and controls, the Albany Classic was ready to run for another year. Vicki Clark and the Albany Organising Committee had done a great job in ensuring that all the necessary infrastructure was ready and in place for the event. Many thanks also to the large group of VSCC officials and volunteers who stepped up to fill the vital roles that allow the event to be effectively and efficiently managed. The volunteers even included a number of regular drivers who gave their

time to assist with the running of the event.



Kevin Organ leads a gaggle of V8s in his Monaro

Dick Turpin (Triumph Special), 84 years young



A number of new challenges had to be overcome this year, the first being that the Library, which is normally used for race control, had become a construction site to make way for a new Albany Tourist visitor centre. A great deal of preparation work went on behind the scenes to ensure the construction site did not impede the event and many thanks go to the Albany City Council and the Albany Organising Committee



Steve Bruce's Mini Cooper S leads a typical 1960s field of touring cars

for arranging the alternate barriers and race control caravan. Mike Gallagher was also on board to ensure that track plans and the necessary CAMS track licence were signed off for the event.

The VSCC competition committee were faced with the challenge of grouping a record number of diverse local and even interstate entries received for this year's Classic, with Geoff Findlay flying in from the East Coast to drive his Riley 2-door Sport. His entry was amongst a wide variety of cars, including some 23 of the JKL "square riggers" coming out of the shed. The other fields were made up of a varied array of sports and race cars and a large group of Historic Touring Cars. There were two immaculate Ford GT40s, replicas of vehicles that have won the LeMans 24 Hour, a large assortment of Australian production "muscle" cars which are always a crowd favourite, to the more sublime MGs, Triumphs,

Datsuns, Porsches and even a Fiat Abarth. My favourite however, (author declares a bias here) was the fantastic turnout of 12 Ford Escorts both Mk1 and Mk2 that created a great deal of interest in the pits.

It was great to see so many new drivers for this year's event, the little 25-seater bus, which takes the drivers on a track information drive prior to practice, was full to standing room only of competitors eager to have their first go at the Albany "Round the Houses".

The first practice session was green flagged by the Honourable Alannah MacTiernan MLC, Minister for Regional Development, Agriculture and Food and the "spirited competition" was underway. This year's programme for the Classic was set up with 5 groups running with one practice and three competitive heats of 6 laps, a slightly longer duration than usual, and the format was well received by all competitors. The 20-event programme run smoothly with only one red flag throughout the day (a Jaguar into the wall does sound familiar?) and even though there were a couple of unscheduled delays, the day's competition was able to finish on time. Many thanks to the CAMS stewards and event officials who



Phil Shephard in the Team Shep E-type chases Phil Moore's GT40 Replica

worked tirelessly behind the scenes to keep the event running smoothly.

A vote of thanks also goes out to all the drivers that took the time to assist with dismantling of the crowd barriers and bunting, this allowed the Track Set up team to dismantle the circuit and pack up in record time. A little assistance by many goes a long way.

The Sunday night presentation dinner was well attended with many competitors picking up "regularity" trophies for the first time. The event results are on the Natsoft website at <http://racing.natsoft.com.au/results/?meeting=20170604.ASC> and have been included



Tony Michelsen's Mustang GT350 replica shows the way to two Z-cars



Assorted touring cars chase Scott Mackie's Torana GTR XU-1



David Stean's GT40 Replica shows the way to two Porsches



Jamie Scott's Escort RS chased by another Escort and two Minis



Mendo Joncevski's Mustang heads Commodore and Falcon



Tony Roskell presses on, tailed by Jim Falconer in another Torana V8

elsewhere in the magazine. The traditional auction of the original event poster saw some very spirited competition with the bidding finally settling at \$5000. The framed poster was purchased by a relative of Bill Theyer and is to be given to Bill's wife as he was featured on the poster in his TQ which he drove in early runnings of the Albany Classic.

This year there were a number of very successful promotional activities managed by Vicki Clark to create a greater regional awareness of the "Classic" with regular updates of the progress of planning for the Classic being provided on social media. These updates highlighted some interesting local

driver and volunteer profiles which are serving to further promote interest in our great event.

Planning has already commenced for next year, and if you were impressed by what you experienced and want to become involved it only takes a phone call to any of the club's competition committee. Your assistance will be invaluable to the continued running of our "marquee" event.

More pictures overleaf.

Kingsley Jones in the family Y-block Special leads Phil Moore's GT40



Andrew Murray's Lotus 7 Replica with a wild looking Torana



Dillon Quinn's Whitehead Special leads Moore's GT40, Eddie Melle's Bolwell and the Team Shep E-type



Roy Prout keeps the FJ Holden ahead of Bob O'Neill's EH





Rodney Cocks in Ford A Cactus



Graeme and Rod Cocks, Silverwings and Cactus



Gerry Jones enjoys his Westfield XI



Kevin McMahon, MG Y Special



Hugh Fryer, 1929 Austin 7 Special



Larry Coyle, Triumph Special TQ



Kingsley Jones in his Dad's Y-block special



Ross Oxwell, Riley 9 Special



Stuart Elvidge, Flying Standard Special



Ed Farrar, MG J2

VINTAGE
RACECAR



**Aussie!
Aussie!
Aussie!**

VINTAGE
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SHOULD YOU HAVE ANY QUESTIONS PLEASE CALL 0417 673 065

ALBANY CLASSIC WINNERS

Event 1	21 Cameron Jones, Ford Escort
Event 2	34 Mike Sherrell, MG TC
Event 3	No winner
Event 4	43 David Stean, Ford GT40 Replica
Event 5	168 Martin Falconer, Datsun 260Z 2+2
Event 6	71 Peter Hammond, Mini Cooper Deluxe
Event 7	45 Geoff Findlay, Riley Sports 2dr
Event 8	75 Shane Udecz, Ford Cortina MKII
Event 9	301 Nic Webb, Holden Torana GTR
Event 10	170 Ivan Michelsen, MG C GT
Event 11	21 Cameron Jones, Ford Escort
Event 12	7 Geert De Klerk, Austin Seven Special
Event 13	72 Steve Bruce, Morris Mini Cooper S
Event 14	15 Bruce Jones, Ford Clubman Special
Event 15	124 Paul Bevis, Fiat Abarth 124 Rally
Hillclimb	John Webb, Porsche Carrera 3.0



Simon Fry (Austin Seven Special) and John Harwood (Lotus Cortina) at speed

DAD'S ARMY DATES – 2017

	WORKSHOP SATURDAY	WORKING BEE TUESDAY	DAD'S ARMY TUESDAY
JULY	1	18	25
AUGUST	5	22	29
SEPTEMBER	2	19	26
OCTOBER	7	24	31

ALL-HISTORIC RACING

Wakefield Park Goulburn

Pre 1963
Period 3 and older
Solos and Sidecars

Pre 1961 and older
Racing and
Sports Cars

Wakefield

PARK RACEWAY
THE NATION'S SPECTATOR TRACK
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Historic Racing

23 • 24 SEPT 2017



All enquiries contact Wakefield Park Office
02 4822 2811 or racesecretary@wakefieldpark.com.au

TARGA TASMANIA 2017 REPORT

BY BERT VAN ZUYLEN



The VZM Motorsport team entered the 2017 Targa Tasmania in the Early Modern Competition class. This was a follow-up to having a ball in the very busy 2016 25th year Celebration event and finishing that event without missing any stages and scoring a well-deserved Finishing Medal.

We produced a book about it last year and a copy has been donated to the VSCCWA library if you like to read it in detail.

The 2017 event was again fantastic and very well organised! We entered the Toyota Celica ST185 GT4 after it was prepared by Tony Flood Motorsport and given a clean bill of health. The car was shipped to Launceston and got through tough scrutineering without any issues.

The forecast was for heavy rain and even snow during the length of the event so wet tyres were fitted. Only six tyres are allowed for this 2000km Targa event — and believe me all six are very second hand afterwards!

My navigator this time was my friend Michael Churchill who last year did 2 days of reccie with me and liked it so much that he booked the seat for himself despite never having done it before!

The first day started with one “practice” stage, Legana, as a warm up, then straight into the famous Sidling Stage. Rain, mist and dark skies greeted us all. We cleared it with no issues. Two other WA entrants sadly crashed and were out of the event. We went on to Legerwood, Moorina, Weldborough Pass, Pyengana, Elephant Pass and Rossarden to finish the first day with a clean sheet.

We rallied on for 5 more days, in total 38 competition stages going via Burnie, Strahan and Hobart “all over the Tasmanian countryside” to finish in Hobart at the end of day six.



The successful van Zuylen Toyota at rest



The trophy haul for 2017. As Bert says: "There are no sheep stations on offer."

We managed to win our Class in Early Competition 4 WD and ended up with finishing medals and trophy plates!

The cars that compete and or tour this event are just sensational and a great many classics are there to be seen. Plus the countryside and



The crew (l-r) Bert, John Vass and Michael Churchill

stages are unbelievable beautiful.

If competing in a world class event is your cup of tea then do investigate this wonderful event held every year in April!

We did have a great time and are already planning for next year's event.

SCRUTINEERING

Among the unsung heroes of our sport are the scrutineers. Under the guidance of Chief Scrutineers Barry Mackintosh and Max Gamble they work hard to keep our cars safe and within the rules.

Scrutineering for a VSCC event is usually carried out on the weekend before the event. For the Albany Classic, scrutineering was at Welshpool on Saturday, May 27. Mike Gallagher was there with his little camera and supplied the photographs on this page.

It is the scrutineers' responsibility to make sure that every car meets CAMS safety requirements and also that it fits the within the definition of cars in its category.

Under its National Officiating Program (that's the official name, even if CAMS can't spell programme) CAMS points out that all its officials, including scrutineers, have the right to expect that they are treated with respect and that their health and safety are of prime importance. That means that you should be polite to the scrutineers and remember that they are volunteers and are doing the job for the love of the sport.

CAMS also requires scrutineers to be courteous, so scrutineering should be relatively painless for everyone.

If you would like to help the club by becoming a scrutineer, or any other kind of official, get on the phone to Barry, Max or Competition Secretary Paul Bartlett. Their contact details are on page 2 of this magazine.



Dave Ward's Porsche 911 and Lindsay Hamersley's GT Falcon over the pits



Mike Sherrell's MG TC gets the once-over



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Nights



Fri - Welcome Dinner



Sat - Annual Dinner



Sun - Farewell Dinner

Pre-1941 Racing ~ Sports ~ Touring cars

Post-1941 cars by invitation - Come-and-Run Class for non-CAMS licensed drivers

Days



Sat - Barossa Vintage Tour & Light Lunch



Sun - Barossa Vintage Hillclimb

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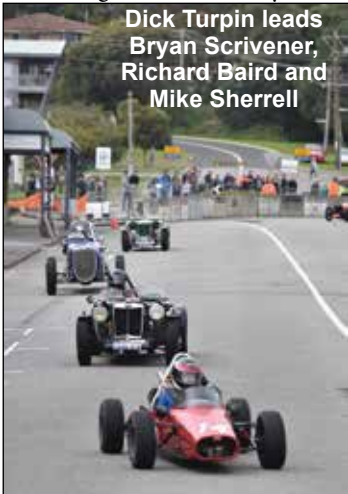
JK&L SQUARE RIGGERS UPDATE



Photographs by Nicole Tothe

THE PRE-WAR WARRIORS AT ALBANY

Albany begins for most of us at the Williams Woolshed at lunchtime on Friday for pies or sausage rolls and this year was no different. What a delight to see Max Gamble roll up for a coffee. He'd been allowed out for the weekend and it was great to see him making his way south. Craig Atkins had a Morgan on a trailer, intent on competing again after the overheating problems on the way to Northam.



Dick Turpin leads
Bryan Scrivener,
Richard Baird and
Mike Sherrell

Friday night's cocktail party saw the launch of Graeme Cocks' new book, Albany's Racing Revolution (about the races from 1936 to 1940), and an excellent talk by Bill Theyer's son about Bill's racing exploits with TQs. We were looking forward to three of the micro racers in the around-the-houses on Sunday. Ryan Theyer had the George White Special to join our group, Larry Coyle had the Triumph Special TQ and the evergreen Dick Turpin was ready with his Triumph Special.

The early morning start on Saturday didn't bode well for the weekend. The rain was pelting down as our hardy officials headed to Mt Clarence to set up for the hillclimb. Fortunately the rain went away as we, the pampered competitors, drove up to the carpark and

the rain stayed away for the event.

Ed Farrar was keen as always to reach the summit in his MG J2 which looked in fine fettle. With a wet track, wheel spin was the order of the day and the pre-war cars all behaved themselves on the hill. Rod Cocks in the Ford A Cactus made it to the top with ease and his brother in Silverwings found that the rear wheels did several more miles up the hill than the front wheels. Nothing broken on the hill and a great



Hugh Fryer heads Barry Mackintosh,
Bartlett Special



**Graeme Cocks (Silverwings) chases
Craig Atkins' Morgan**

start to the race weekend. For those who don't choose to take on Mt Clarence on Saturday they are missing out on an enjoyable morning before the main event. There is no need to go hard and it is a good chance to make sure everything is right with the car before Sunday.

The early bird catches the worm, or in the case of the top carpark on Sunday, the early bird gets the best spot to park and set up a marquee. There was such a fine array of vintage metal in the pits this year. It is so exciting to see the

group go from strength to strength. We had 24 entries and 23 cars to make up the grid. It was the finest array of pre-war cars at Albany for as long as I can remember. Barry and Christopher Mackintosh had both Salmsons in action. Jack Del Borrello put in a full day's racing in the White Mouse made famous by former Albany Grand Prix winner Jack Nelson.



**Ryan Theyer (George White
Special), Christopher Mackintosh
(Salmson), Larry Coyle (Triumph
Special) and the rest**

The Austin v MG rivalry continued with team MG comprising Mike Sherrell in his TC, Bryan Scrivenor in the super-low MG TC of Trevor Eastwood's stable, Kevin McMahon in the MG Y type, Don Edwards in the TF and Ed Farrer in his J2.

The Austin Sevens were out in force, too: Simon and Ian Fry in their new car, learning a lot and getting speedier, Geert De Klerk and Hugh Fryer.

It is good to see Stuart Elvidge's Standard Flying Eight taking to the track without some of the reliability issues of the past. Craig Atkins had the Morgan flying along and David Markich enjoyed his day out with the Triumph TR3.



**Jack De Borello (White Mouse)
leads Silverwings and Geoff
Findlay's Riley Sports**

Geoff Findlay was welcomed into the pre-war fold with the Riley Sports which was built many years ago by the late Des Muir. Geoff flew into WA just for the event. It is great to see the Riley back in the heat of battle. With Ross Oxwell back with his Dentry Riley, and the possibility of Neil Grant competing with his Riley Nine and Bryan Scrivenor working on a Singer we should see more of the third of the big three



**Simon Fry chased by Rodney Cocks' Ford A Cactus
and Don Edwards' MG TF**



Geoff Findlay's Riley Sports and friends

from the UK on the track. Kevin Coote was a welcome entry in the Bentley Mk6 which proved a lot of entertainment in the pits and had a nice turn of speed on the track.

Hopefully having the big Bentley in the field will encourage more local Bentley owners to drive their cars in our events in a sporting fashion.



Terry O'Flaherty's Offenhauser heads Hugh Fryer's Austin 7 and Jack Del Borello's White Mouse



Kevin McMahon's MG Y Special and Richard Baird's Terraplane



Huon Cocks looks forward to being able to reach the pedals

Terry O'Flaherty in the Offenhauser open wheeler (Mopar equipped), Richard Baird in the Terraplane (his father Neil put in some fine performances at Albany in the 1930s), Rod Cocks in Cactus and Graeme Cocks in Silverwings proved that there is no substitute for cubic inches. Rod's grandson Huon (left) was a star standing in the driver's seat of Silverwings and smiling to the clicking cameras.

For the record, honours for the day



Mike Sherrell charges up Mt Clarence in his immaculate MG TC

went to Mike Sherrell, Geoff Findlay and Geert De Klerk. Rod Cocks and the Mackintosh's were runners up. Splendid work and congratulations to all.

Heza Henry

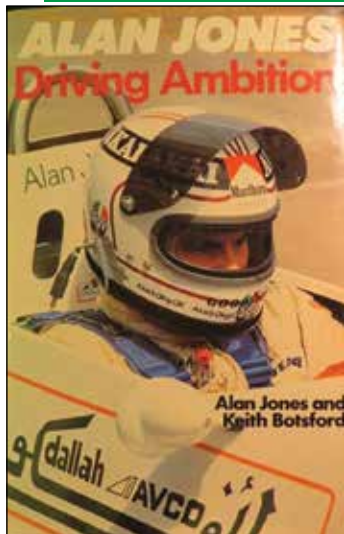


Bryan Scrivenor (MG TC Special) leads Jack Del Borello (White Mouse)



Ed Farrar's MG J2 is challenged by Stuart Elvidge's Flying Standard Special

FROM THE LIBRARY



Most 80's F1 fans probably agree that Alan Jones retired prematurely, so his autobiography "Driving Ambition" written in 1981 at the height of Jones' career gives a very interesting insight into the typical straight shooting style of the Australian driver who would somehow become Frank Williams template for all future Williams drivers.

The book's style is a little unusual, Keith Botsford provides a series of background paragraphs of different events or aspects of Jones' career and this is followed by narration of Jones' own thoughts.

His strong opinions include stating how his father Stan Jones who won the N.Z. G.P. in 1954 and the Australian G.P. in 1958 and 'could drive Brabham into the weeds' and describes a grudge match where his father proved just that. However Stan Jones never ventured to Europe to further his ambitions,



A young Alan looks on as Stan Jones accepts congratulations

Jack did, and won three world championships. The book starts with 19 statement opinions of what does or does not make a Formula 1 driver and what drives Alan to success.

Alan Jones' view of the racing world makes very interesting reading and his views on a range of topics like driving for ex-champion team owners Surtees and Hill, racing accidents, the business side and public side of F1, F1 groupies, mental preparation to racing and lining up on the grid reveal a very pragmatic character. 1980 Formula One Champ Alan Jones and writer Keith Botsford each take a revealing look at Jones and the Grand Prix scene. Through five chapters (and a championship diary section) the Australian racer tracks his rise to glory while, in italics, Botsford explains technical terms, fleshes out information, analyses A.J.'s feelings, and interjects his opinions. The picture of Jones is frank and unflattering. An avowed egotist, A.J. races because he wants to be respected and "to be on top." He knows the sport is "commerce and blood", has no "huge respect for women," spurns the press, "can do without the public," and cares only about other racing folk.

The five parts to the book include "The Making of a Different Sort of Being", "The Profession Seen From the Top" and "The Whole Complexity of Life".

As previously mentioned the book finishes with a "Championship Diary 1981" which lists the race grid, points won and Alan's thoughts on, and difficulties of, each particular race.

Photos are not really a feature of the book, with only 31 average black and white photos.

This is an honest and interesting description of Alan Jones in 1981. One of my heroes.

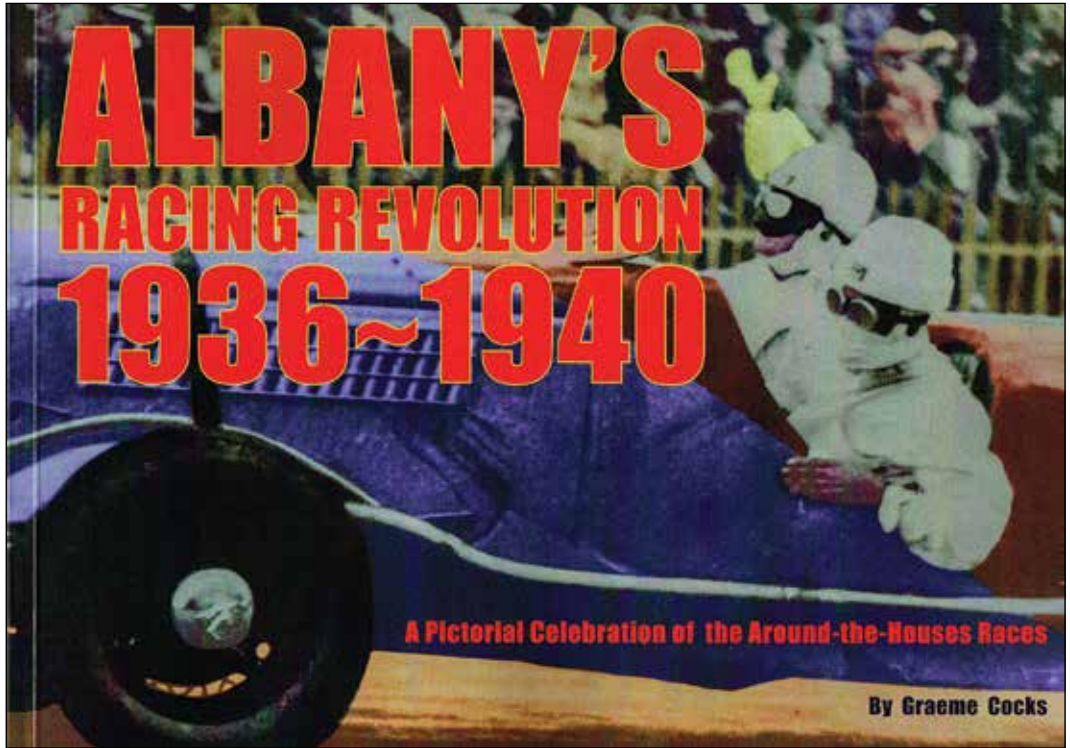
The book is #258B in the VSCC Library.



The Australian International Racing Organisation (A.I.R.O.) line-up for 1972. L-r: Alan McCulley (Brabham BT35), Alan Jones (BT28) and Brian McGuire (BT28)

Mark Jones

BOOK REVIEW:
ALBANY'S RACING REVOLUTION
1936-1940 BY GRAEME COCKS



Graeme Cocks is a motoring historian with what he calls “a passion for stinking, noisy, dirty and uncomfortable early motor racing cars”. This passion has led to his writing a series of books about the history of motor racing in Western Australia. He has also strayed into overseas topics with *The Mighty Magnettes of 33*, about the great MG racers of the 1930s, and *Chassis 141 – the Story of the First Le Mans Bentley*.

With this book, Graeme has moved from straight out history books to a pictorial history of the early around-the-houses races at Albany. Working on the basis that a picture is worth a thousand words, Graeme has packed more than 130,000 words worth of photographs and other images into the 150 pages of this fascinating book.

Each chapter covers one year and begins with an overview of that year’s race followed by photographs of the race and images of the programme and other interesting published



Winner Peter Connor heads Clem Dyer in the Bartlett Special in 1936

material. In the case of the 1937 event, there are also photographs from the Mount Clarence Hillclimb of that year. In 1938 a quarter-mile sprint on the Perth-Albany Road replaced the hillclimb and there is one shot of the cars gathered before the start of the sprint.

The great thing about photographs is that they show how things have changed since the 1930s. No modern event could take place with so little protection for spectators, who



1939 winner Jack Nelson slides the Ballot V8 up Mt Clarence in 1938



Allan Tomlinson (supercharged MG) and Jack Nelson - 1st and 2nd in 1938

lined up along the side of the track to get a great view of the racing. Sandbags against the base of roadside poles were state of the art precautions for race organisers 80 years ago.

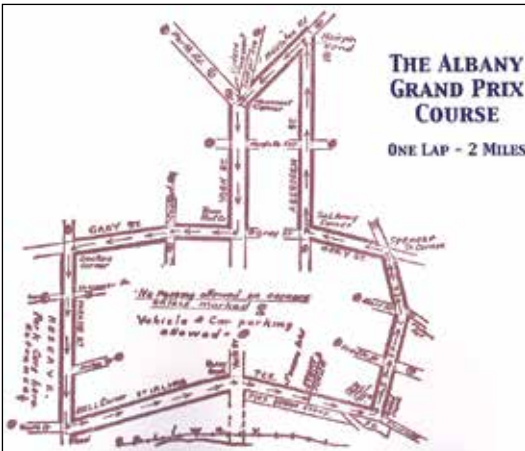
The cars and drivers reflect the times as well. There were very few crash helmets worn by the doughty competitors in the later races after they had been made compulsory only for the 1936 event. Many had riding mechanics sharing the risks with the intrepid drivers. The roads were not sealed at first, although by the 1939 event the corners had been bitumenised.

The races were handicaps, which helped novice driver Peter Connor to win the 1936 inaugural event in his home built Rover Special. The car was restored to its pre-race form as a 14 hp sedan and never raced again. Peter did not compete again at Albany, either.

Other winners were Ron Hall (1937), Allan Tomlinson (1938), Jack Nelson (1939) and Bill Smallwod (1940) before World War II called a halt to racing for a few years.



Bill Smith keeps the crowd entertained in his Hillman Minx Special in 1940



This book is available through the publisher's web site at www.motoringpast.com.au for \$49.50 plus \$23.00 shipping fees within Australia

Bob Campbell



1939 saw the only wet race of the period

OLDEN DAYS CARS

Vanwall

*The story of Tony Vandervell
and his racing cars*



*Denis Jenkinson & Cyril Posthumus
Foreword by Stirling Moss*

Every now and again a young person says something that makes us think...

In 1986, when my son was but ten years old, he was helping me to look for a book, which I had mislaid. The book in question was Vanwall by Denis Jenkinson and Cyril Posthumus, of which young James knew nothing.

However, it was James who found the book and called to me from the next room: "Is this it Daddy, the one with the olden days cars on the front?"

Not long afterward I met Stirling Moss at the Australian Grand Prix in Adelaide and recounted the tale of the book to him. "Cheeky young bugger," he said.

Unfortunately, the Vanwalls from the front of the book don't appear in public very often, except as a static display in the Donington Museum, but others from the 2½-litre Formula One can be seen racing in historic events including the wonderful Goodwood Revival Race Meeting.

Two things stand out in those historic races. First, the variety of shapes that make the different marques easy to distinguish and, secondly, the cars are actually overtaking each other, sometimes several times in one lap. It's not much like modern Formula One.

While today's F1 cars look very much alike to the casual viewer, except for the sponsors' livery, the cars of earlier times were easily distinguished. A W196 Mercedes-Benz looked nothing like any of its competitors, the Maserati 250F had its own beautiful shape and Ferrari's Tipo 625 and Super Squalo could not be mistaken for each other, let alone for other marques. Likewise, the unique



Mercedes-Benz W196 (#12) stands out from the crowd at Beaulieu

The "Toothpaste Tube" Connaught at VSCC Silverstone, June 1996



panniered shape of the Lancia D50 stood out from the crowd and the lightweight Gordini was unmistakable to fans of the day. Connaught, like Mercedes-Benz, built a streamlined, full-bodied car, but the two could not have been more different. When each moved on to open-wheeled designs, the boxy W196 and the "toothpaste tube" Connaught again left convention behind.

The early Vanwalls looked a bit Ferrari-ish once



Lotus 16 F1 car at VSCC Silverstone 1996

they lost the odd gilled tube radiator from on top of the nose, but Frank Costin cured them of that. The lofty, aerodynamic body introduced in 1956 set the top of Stirling Moss's helmet 51 inches from the ground. If they had put Dan Gurney in the thing, he'd have had to wear a flashing light on top of his helmet to warn passing aircraft.

When Ferrari took over the Lancia cars, they went from odd-looking with the panniers faired into the body for 1956 to just plain fat in 1957. However, the Dino 246 that appeared in 1958 was one of the better looking cars of the 1950s. The compact BRM looked good when it finally appeared in a major race in 1956.

The fat car title held initially by the Tipo 555 Super Squalo Ferrari became a fight between the ungainly straight-eight Gordini, which replaced the little six-cylinder car, and the dumpy rear-engined Bugatti 251.

There were other cars that made a mark in F1 during that period and the Coopers, Lotuses, HWMs and Aston Martins all had their own look about them. Lotus actually had three "looks", the tiny 12, mini-Vanwall 16 and the boxy 18.

The front-wheel drive DBs that showed up for the Pau Grand Prix in 1955 were odd looking machines and mechanically unique as well. In the first two years of the 2½-litre formula, DB modified two of its front-wheel drive Monomill racers, replacing the usual 850 cc Panhard air-cooled flat-twins with supercharged 750 cc versions, which neatly fitted the F1 provision for supercharged engines. Unfortunately, 85 bhp was not enough, even in a car weighing only 350 kg, and the cars were hopelessly uncompetitive in their only F1 appearance at Pau.

While both Mercedes-Benz and BRM looked closely at the 750 cc option, the German firm going as far as to build a single-cylinder test rig and BRM looking at half the enormously powerful (and enormously unsuccessful) 1½-litre V16, no serious contenders went so far as to build a ¾-litre engine. Including DB, only two attempts to race an blown 750 were made. In 1954 a Giaur car, based on an Italian F3 car with a DOHC Fiat based engine and supercharged for the occasion made a very slow debut in the 1954 Rome GP. It was not only slow, but unreliable, and the project was abandoned.



Cooper-Bristol, as raced in F1 in 1954 by Bob Gerard and others, VSCC Silverstone 1996



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