

May 2017

Issue No. 314

# VINTAGE METAL

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

[www.vscwa.com.au](http://www.vscwa.com.au)

Next General Meeting: Monday 1st May 2017



Northam Motor Sports Festival

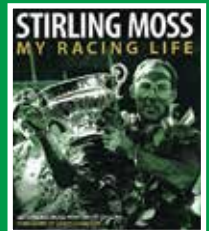
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## FROM THE PRESIDENT



Hi Folks.

The events time of the year is upon us. Northam last weekend, Albany in 7 weeks, the Coalfields 500 on September 30th and the Vintage Stampede on November 26th. It's all go for our organising teams.

The Northam Festival of Speed was a wonderful opening for the 2017 calendar. It was professionally organised and a credit to the Northam organising team. The hard work put in by Randle Beavis, Craig Bradtke, Robyn Larkin, Sheryl Swarbrick, Paul Bartlett and many others is to be commended. The Marshals, Scrutineers, CAMS officials and volunteers worked as a team to make it happen and our thanks go to all of them.

The Mitre 10 Flying Fifty, the hillclimb at Mt Ommanney and the Minson Autokhana were outstanding and enjoyed by drivers and spectators alike.

I hosted a luncheon on Sunday, on behalf of the VSCC, for the town councillors and sponsors as a thank you for their support. Their feedback was very positive, as was their enthusiasm to see the event continue to grow in the future.

However, there is always something to learn from the running of this type of event. We will have a debriefing and discuss ways of improving our organisation and safety standards. The Round the Houses Re-enactments at Northam and Albany are unique in Australia and the world (with the exception of Monaco). The approvals we require to organise these events are dependent on how safely and responsibly they are run. One serious accident and we will lose those approvals. As organisers we do our part to minimise that risk and we rely on drivers to do the same. Unfortunately, not all drivers realise this. The VSCC conducts regularity not racing.

On April 6th and 7th Peter Harold, Paul Bartlett, Jen and I again were in Albany to assist with planning for the Albany Weekender. We had several meetings with the City Council and, with the assistance of Greg Marquesi, Phil Shepherd, Vickie Clark, Nathan Watson, Adam Cousins and Council Officers were able to resolve some of the issues concerning us.

It was a busy but productive couple of days. We will be able to use the pit area next to the Library as we have always done. Race Control will be housed in a purpose-built sea container on the edge of the footpath between the start line and the town hall. Negotiations relating to the contract between the VSCC and the City have been progressing. Once again we enjoyed the hospitality of the Albany Organising Committee and resolved any outstanding planning issues. On Friday morning Vicki and I met with Nathan Hadlow for advice on insurance and contractual issues.

One of the great joys of belonging to our Club is the camaraderie, friendship and support members give each other. Len Kidd had a problem with his Porsche at Northam and was unable to drive it back to Perth. Without hesitation Brad Peters offered his trailer saying he would unload his race car, which was licensed, and drive it back to Len's place. The swap was made and a convoy of minders made sure Len and Brad returned to Perth without further trouble.

A further example of this mateship was shown at Caversham during the Saturday workshop. One of our members injured himself. In short order first aid was applied, an ambulance called, a person dispatched to the front gate to direct the ambulance, a driver found to take his car home and a member volunteered to keep him company in hospital until his family arrived.

Makes you proud to be a member of the VSCC.

*Rob Ozanne*

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

## Minutes of General Meeting

Held at the clubrooms, Caversham, 3 April 2017

1. **Meeting opened:** 8:00 pm, Rob Ozanne presiding.
2. **Apologies:** Brad Peters, Terry Reynolds, Colin Betts, Randle Beavis and Craig Atkins.
3. **New Members and Guests:** Barry Elswood and Alan Guelfi.
4. **Adoption of minutes of the March General Meeting:**  
**Moved:** Max Gamble      **Seconded:** Paul Wilkins      **Carried**
5. **Business arising:** Nil
6. **Treasurer's Report:** Sheryl Swarbrick reported for Evan Edwards that the current balances are:

Available to members from Evan Edwards.

**Moved:** Paul Wilkins    **Seconded:** Evan Edwards that the Treasurer's report be accepted  
**Carried**

### 7. Secretary's report:

#### Correspondence In:

- a. Shire of Northam – fee waiver for hall & sound shell for NMSF (RB)
- b. Domain Name Services – invoice for renewal of vsccwa.com (EE & SS)
- c. ACMA – radio licence renewal (EE & SS)
- d. ATO – BAS for Jan – Mar 17 (EE & SS)
- e. VSCC Vic – newsletter (MJ)
- f. A List – entry for hillclimb (SS)
- g. G Purser – RTS newsletter (SS)
- h. Westpac – business cheque account statement (EE & SS)
- i. Doug Pearson – cheque for \$155 for membership fees (SS)
- j. Michael Broughton – membership lanyard (SS)
- k. Pre-emptive Strike – invoice for \$49.50 (EE & SS)
- l. City of Albany – meeting at Albany next week (RO)
- m. Ben Mitchell – Northam entry (SS)
- n. VW Club WA – newsletter
- o. Officeworks – invoice for \$64.23 (EE & SS)
- p. Volvo Club – display at Northam (PB)
- q. Colin Davis – query re concessional licence (DM & SS)
- r. Quickmail – invoice for \$528.08 (EE & SS)
- s. Patrick Healey – offer of magazines, books & parts (MJ & RF)
- t. John Poynton – change of address (SS)
- u. Craig Bradtke – invoices for concrete blocks (EE & SS)
- v. Shirley Cook – discrimination complaint re wheelchair access at NMSF (RB & PB)
- w. Rob Hagarty – media access for NMSF
- x. Dept of Transport – invoice for \$415.69 for NMSF scrutiny (EE & SS)

## **Correspondence Out:**

- a. Nil

## **Acceptance of Secretary's Report:**

**Moved:** David Moir

**Seconded:** Ed Farrar

**Carried**

## **8. President's Report:**

- a. Northam Motor Sport Festival – the event last weekend was very successful and Rob Ozanne invited members to give feedback – Barry McIntosh, Bert van Zuylen and Ron Fabry expressed their thanks to the organisers and officials.
- b. Albany Classic – Rob will be meeting with the Albany City Council later this week.

## **9. State of Play Reports:**

**a) Competition** – Paul Bartlett reported that:

- Northam Motor Sports Festival
  - The event ran well despite several incidents that caused delays and the cancellation of the last five runs.
  - Thanks to those competitors who helped pack up afterwards.
  - There had been a large effort by the organising committee.
- Paul invited suggestions to improve the event which were:
  - Posting of lap times after each event
  - Reduce the bump on the roundabout
  - Improve towing of cars which have broken down around the circuit
  - Send a scrutineering checklist to entrants on acceptance of their entry
- There were several acknowledgements and votes of thanks to the organisers, officials and those who helped in the running of the event.
- Albany Classic – planning for the event in June is proceeding well and we need to deal with some changes to the venue.

**b) Workshop** – Ron Fabry reported that:

- He offered his thanks to those who stepped in to help a member who was injured after passing out at a recent workshop; he suggested offering a First Aid course for members to help in such cases.
- The Caversham car is being prepared for painting.

**c) Library** – Mark Jones asked members to return books they had borrowed from the library.

**d) Social** – nil.

**e) Regalia** – nil.

**f) Caversham** – nil.

## **10. General Business:**

**a)** Thierry Michot thanked those who helped him with his flat battery at Northam.

**b)** It was suggested that the club considers means to encourage the competitors to assist in packing up after the Northam and Albany events.

**c) Classic Car Show** – Graeme Whitehead needs to know the vehicles to be displayed on 23 April at Ascot Racecourse.

**d) Membership lanyards** — the design has been completed and will be used for renewals for the next club year.

**e)** It was suggested that the club approaches well-known local racing drivers to speak at club meetings.

**f)** The club needs to clarify logbook requirements for competition events.

**g)** Dick Turpin's presence at the meeting was acknowledged despite his visit to hospital yesterday.

**h) Caversham** — some discussion on applying for government funding for the development of Caversham and the need to investigate further approval of a lease over the "D" circuit and the land contained within it rather than the ribbon of the track.

**i) Ian Fry** presented trophies for the Lindsay Monk Hillclimb on the weekend for:

Post-1970 cars to Dennis Conway (Subaru Impreza STi)

Pre-1970 cars to John Illig (Elf F2)

**j) Tony Brett** agreed to provide supper at the May meeting.

**12. Guest speaker** — Bruce Jones spoke the Formula Junior replica he has recently constructed and which was on display at the meeting.

**13. Next Meeting:** Monday 1 May.

**14. Meeting Closed:** 9:30 pm.

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## CONCESSIONAL LICENCES CHANGE

For some time, members who own a car that has been granted "concessional licence" status have been awaiting the definitive rules applying to this "privilege".

As of December 2016, the Concessional Licence (known as "Code 404") has been revised and now applies to all concessionally licensed vehicles and their owners.

### Background

The Veteran/Vintage/Invitational Vehicle Concession was introduced in 1964 upon request from the Veteran Car Club of WA to encourage the restoration and preservation of historic vehicles.

*Maintenance of the manufacturer's original specification is one of the cornerstones of historic vehicle preservation and a key objective of the concession.*

### What you need to know

Here is a summary of the pertinent points:

#### 1. Owner's responsibility

To be eligible for the concession, vehicle owners are responsible for:

**A.** Maintaining their vehicle in an *original unmodified condition* and

**B.** Remaining a *financial member* of a DoT-approved historic motoring club.

#### 2. Plate identifiers

All vehicles with the Code 404 concession must display one of the following plate identifiers in 25mm high lettering on a contrasting background next to its licence plates:

'Veteran', 'Post Vintage', 'Vintage' or 'Invitation' or 'Historic'

### 3. Applying for Concession

#### A. Currently Licensed Vehicle

- i. Complete *Certification of Financial Membership* (form CMC 1) – this form is signed by the VSCC Club Concessional Licence Registrar (Sheryl Swarbrick)
- ii. Complete the DoT *Vintage/Veteran/ Post Vintage/Invitation Class Vehicle Licence Concession* (form E 81)
- iii. Along with these forms, you will also need to present the current vehicle licence papers and proof of your identity.

#### B. Unlicensed Vehicle

- i. 404 Concession application (form E81)
- ii. *Certificate of Financial Membership* (form CMC 1)  
*Certificate of Inspection* (form VL1)
- iii. Proof of vehicle ownership – usually a receipt of purchase or a letter from the previous licensed owner stating date and price of purchase.
- iv. Proof of your identity

### 4. Vehicle Examination Requirements

#### A. An examination is required if:

- i. Vehicle is not currently licensed or the licence has expired by more than 3 months;
- ii. Vehicle is imported; or
- iii. Vehicle has only been licensed with a 404 concession code and licence is being transferred to a person **not** eligible for the 404 concession (e.g. a non-member of VSCC).

#### B. An examination is not required if:

- i. Vehicle has previously been fully licensed as an “A” class vehicle and the licence is transferred to a person not eligible for a 404 concession (e.g. a non-member of VSCC); or
- ii. Vehicle licence is transferred to a person who is eligible for a 404 concession (e.g. member of VSCC).

### 5. Removal of Concession

A. If you are no longer a financial member of the VSCC, we will forward your name, Club identifier, vehicle licence number, vehicle make/model and date the membership ceased to the CMC so that the 404 concession can be cancelled.

B. Vehicle is returned to a full licence. The rules make special note that the date that the membership lapses is the Club's calendar date. For the VSCC this is 30th June – **no grace period is permitted.**

**Just to emphasise: to retain your Concessional Licence, you must pay your club membership fees no later than 30<sup>th</sup> June each year.**

The Concession can be reinstated if a club member renews their membership after the Club's calendar date. However, upon membership renewal, the member must pay any outstanding fees, e.g. vehicle full licence, sundry fees for the period the vehicle was returned to full licence.

## 6. Restricted Vehicle Use

Vehicles with the Code 404 Concessional Licence can only be used under the following cases:

- A. Any recorded event organised by an approved club.
- B. An “impromptu event”, provided the event is recorded in club’s “Run Log” – you must notify the VSCC’s Concessional Licence Registrar (Sheryl Swarbrick) beforehand. Contact Sheryl by email on [sheryl.swarbrick@gmail.com](mailto:sheryl.swarbrick@gmail.com) at least 48 hours before your trip.
- C. Road testing: you may drive the vehicle for road testing purposes or maintenance-related trips within a 30 km radius from the place the vehicle is garaged or repaired.
- D. If the trip is greater than 30 km radius then the owner must contact the VSCC and request a single event be recorded in the club’s “Run Log”.
- E. Note: the vehicle cannot be used for general transport or to commute to or from the driver’s/owner’s place of employment.
- F. Please refer to CMC Information Booklet for more details of use restrictions.

## 7. Vehicle Modifications

- A. Modifications of vehicles licensed with a 404 concession are **not permitted**.
  - B. Vehicles must conform to the manufacturer’s original specifications.
- For more information on which modifications may be approved and how to get that approval, read the CMC Code 404 handbook.

### More information

We urge all concerned owners to read the websites listed below and become familiar with their content:

The future of the concessional licensing scheme is in your hands: the CMC has been very clear in their introduction that clubs can have their approved status **cancelled** if members do not follow the rules.

### CMC Code 404 handbook:

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

### DoT form E81:

[http://www.transport.wa.gov.au/mediaFiles/licensing/LBU\\_F\\_VL\\_C\\_E81\\_VintageVeteranConcession.pdf](http://www.transport.wa.gov.au/mediaFiles/licensing/LBU_F_VL_C_E81_VintageVeteranConcession.pdf)

### DoT Frequently Asked Questions:

[http://www.transport.wa.gov.au/mediaFiles/licensing/LBU\\_VL\\_FAQ\\_VintageVeteranConcession.pdf](http://www.transport.wa.gov.au/mediaFiles/licensing/LBU_VL_FAQ_VintageVeteranConcession.pdf)



(NL)



(SC)

Left and above: Some of the cars affected by the changes to Concessional Licences



# VSCC OF WA CALENDAR 2016/2017

## May

- 1 General Meeting
- 6 Workshop Saturday
- 9 Club Management Committee
- 11 Copy Deadline June *Vintage Metal***
- 15 Competition Group
- 23 Dad's Army Working Bee
- 30 Dad's Army

## June

- 3 Mt Clarence Hillclimb
- 4 Albany Classic
- 10 Workshop Saturday
- 11 Copy Deadline July *Vintage Metal***
- 12 General Meeting
- 13 Club Management Committee
- 19 Competition Group
- 20 Dad's Army Working Bee
- 27 Dad's Army

## 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

**NOTE! DEADLINE FOR ARTICLES AND ADVERTISEMENTS FOR THE  
JUNE ISSUE IS MAY 11.**

# EDITOR'S RAMBLINGS



## Australian Activity

While looking for Austin Seven information for the April issue story about the Fry family's latest acquisition, I found a brief report in the April 1947 issue of *Motor Sport* magazine. Under the above heading it reported:

The 50-mile "round-the-houses" handicap race at Bunbury attracted 14 entries, limit car being an Austin Seven, which received 12 minutes start from Ord's "3.3" Bugatti. The winner was Ranford's 1929 Fargo-engined Ranford-Special, which also made fastest time. La Motte's Ford V8 Special was 2nd, Harris's *monoposto* Plymouth 3rd, Smallwood's blown Austin Seven 4th, Mackintosh's Bartlett-Special 5th, Blowers' single-seater "TA" M.G. 6th, Barker's Ford V8 Ballot 7th, and Anderson's Austin Seven 8th. The Ranford-Special did a s.s. ¼-mile in 17.2 sec. and a f.s. ¼-mile at 98.9 m.p.h. in 1940.

All of the spelling and punctuation is as it appeared in *Motor Sport*. The article went on to describe the second Rob Roy speed hill-climb, which included Lex Davison in the entry with his SSK Mercedes-Benz, races at the Strathpine airstrip and Marsden airstrip plus the VSCC of A Workers' Trial. The dates of the various events were, unfortunately, not included.

## G-type ERA

The book review this issue looks at *Stirling Moss — My Racing Life*. The image on the right is from the book. It shows Moss manhandling the G-type ERA around the Boreham circuit in 1952. The G-type was, on paper, an extremely advanced design. For example, the torsional stiffness of the frame was unmatched in Grand Prix designs until Chapman's Lotus 25 monocoque car. However, it relied on the 2-litre Bristol engine, based on a pre-war BMW design, so was under-powered, and the bulky offset single-seater bodywork did it no aerodynamic favours.



As a 2-litre Grand Prix car (Grands Prix were run to the 2-litre Formula 2 in 1952 and 1953) it was abysmally unsuccessful. However, when Bristol based its 450 Le Mans cars on the G-type frame they were astonishingly successful, dominating the 2-litre class at the Sarthe marathon from 1953 to 1955.

## Northam Notes

For copies of the photographs of Northam, please contact the photographers as it is not possible for the VSCC or Vintage Metal to provide copies.

Shane Cassidy can be contacted at [shanecassidy71@yahoo.com.au](mailto:shanecassidy71@yahoo.com.au). Greg Seaton's photographs are at <http://www.photae.com.au/2017-04-02-Northam-Flying-Fifty/> and Nicole Tothe can be contacted through Hugh Fryer.

Thank you to Paul Bartlett, Peter Pelham, Ron Fabry and David Moir for their help with the Northam feature starting on page 14.

*Bob Campbell*

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**Gary Byfield on 0438 885 338**

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## VSCC NEWS



### May Meeting Presentation

If all goes according to plan, Steve Boyle will present his Lancias at the May meeting plus a short history of the Lancia marque.

This should have happened in March, but there was a clash of dates between the March meeting and Steve's trip to Phillip Island.

## DAD'S ARMY NEWS

### Peter, Northam and Caversham Car

Great to see Peter up and about at Northam on Sunday, after his fall at Dad's Army the previous Tuesday.

For me it was "deja vu" at Northam as I was a marshal at the top of Grey St where Steve Martin ran into the concrete. So for the second time in a week I was putting pressure on a bleeding injury.

The one of Steve's was through to the bone as a suspension rod had snapped off and left a nasty gash.

A thought for the future. Should Marshals be given access to disposable gloves for this sort of thing? Perhaps marshals could be encouraged to take a course in first aid.

The flag marshals felt that it was up to the ambos to attend to Steve, but they took at least 5 minutes to get there. As he was bleeding quite a lot I felt it was the right thing for me to do.

As a matter of interest just how many times do you fill and sand the Caversham Car? Every time Dad's Army is up there it is being sanded. Obviously will need a larger motor soon to carry the extra weight.

*Mark Duder*

## DAD'S ARMY DATES – 2017

	WORKSHOP SATURDAY	WORKING BEE TUESDAY	DAD'S ARMY TUESDAY
MAY	6	23	30
JUNE	10	20	27
JULY	1	18	25
AUGUST	5	22	29

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# LETTERS TO THE EDITOR

## Thoughts on Preserve It; Conserve It; or Restore It

Bob,

First: let me congratulate you on raising the level of Vintage Metal to that of a 'proper' magazine.

Second: much appreciate the effort you went to in obtaining Richard Newton's article 'Preserve it; Conserve it; or Restore it' out of 'Vintage Motorsport'.

Third: prompted by the article and as a restorer of some 23 MGs over 50 plus years, I'd like to put forward my two bob's worth on the subject.

I find this a considered and interesting examination, and a subject gaining traction. We hear of dilapidated versions of exotics such as the Ferrari 250 GT Short Wheelbase with great racing history, way outselling immaculately restored, unremarkable examples. Typically, the new owner will lovingly preserve every dent and scar to preserve its provenance. Well, this is also the preserve of the wealthy who would otherwise be collecting Van Goghs, or perhaps something lesser. Good on them.

The cars I restore have almost always in their 70 year life, had any trace of provenance in the formal sense, erased. Not that they don't have a history, many have had very colourful ones to say the least. It's not uncommon to discover in these cars, three, four or even five layers of different coloured paint and less hard to trace, similar changes of upholstery and hardware. In their case a full restoration would be a saving grace and perhaps the start of a new history. That said, what is known as a sympathetic restoration, rather than a replace everything approach, somewhat reflects points made in this article, especially those examples deserving "serious thought", as Richard Newton puts forward.

Patina is the buzz word these days. In my view this points to a more balanced approach to owning and using classic cars. Patina, not used as an excuse for neglect, is something that can be developed over the life of the showroom restoration, something that adds character and even personality, something less sterile.

Michael Sherrell

## International recognition

Hi Bob,

Great and well done. Your mag is looking good.

Revs up,

D. Randy

D. Randy Riggs

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# 2017 NORTHAM MOTOR SPORTS FESTIVAL

Featured below are notes from Paul Bartlett, David Moir, Peter Pelham and Ron Fabry about Northam, along with a great collection of photographs from three photographers, Shane Cassidy (SC), Greg Seaton (GS) and Nicole Lothe (NL). There are more of Nicole's photographs and one of Shane's with the JK&L Square Riggers Update on page 26.

Bob O'Neil's 1964 EH Holden (SC)



Graeme Cocks punts Silverwings (SC)



Andy Freeman, Mk2 Cortina (SC)



Gary West, 1939 Dodge Special (SC)



Colin Dinis' 1973 XU1 (SC)



**The** Northam Motorsport Festival for 2017 was another fantastic event due largely to the organising committee but also to the

competitors who entered and competed in the spirit of the event. It was great to see a great field of race cars that represented cars that competed in the inaugural event some 65 years ago. Congratulations go to Graeme Cocks as winner of the Northam Flying 50.

We had a couple of incidents with vehicles coming in contact with the wall which highlighted the challenges that drivers face on a street circuit with concrete barriers very close to the edge of the track. Thankfully both drivers came out OK, although Steve Martin did spend some time in Midland Hospital getting a leg injury attended to.

Each of the events was carried out in a competitive spirit with close competition within the groups all day and congratulations go to each of the winners.

*Paul Bartlett*

**The** Northam Motorsport Festival was held on the first weekend in April in perfect warm, sunny autumn weather.

Craig Bradtke (Lucalia Clubman) and Stephen Martin (Titan Valour) (SC)



William Lee's 1981 Commodore (SC)



Bruce Jones leads in the Ford Clubman (SC)



The Appendix J field streams through (GS)

Simon Fry leads in his Austin 7 Special (SC)



Syd Jenkins 1965 Morris Cooper S (SC)



Mike Sherrell works the TC hard (SC)



David Ward, 1971 Ford Falcon (SC)



It started on Saturday morning with the Lindsay Monk Hillclimb at Mt Ommaney: there were around 30 cars, varying from a couple of Austin 7 Specials to the Nissan GTR R35, which clocked fastest run of the day. Apart from a Chev V8 powered Corolla “poking a leg out of bed” on its first tyre-smoking run, there were no other mishaps and all other competitors had ample opportunities to stretch their cars legs up the hill.

On the Saturday afternoon, the Sports Car Builders Club ran a motorkhana on Minson Avenue, in the heart of town. This provided lots of entertainment for the crowd, not just from several very quick clubman cars but equally from two other standard, if rather tired, production cars, a Hyundai Excel and a Holden Nova. These two were driven at or over their limits all afternoon and, despite lifting their inside back wheels a foot or so off the road,

they finished the day “greasy side down”.

*David Moir*

**Once** again the VSCC and the town of Northam have put on an incredible weekend of motor sport for all of us lucky competitors. All of my fellow drivers rave about Albany and justifiably so, however Northam has always been a very special event for me. I think this is at least partly because of the combination of the hillclimb and the motorkhana on Saturday giving a near full day of motor sport fun and a great warmup for Sunday. I know that I was on an absolute high by the end of the first day and could not wait for Sunday. A lot of drivers did not enter any of Saturday’s events and numbers were down. This is disappointing for the organisers. I spoke to a number of drivers who were hanging about watching the motorkhana and they had varying excuses for not entering usually blaming the car. “Oh it’s not really suitable for motorkhanas,” (read here: “I’m not much good at motorkhanas”) or: “I’m saving the car for Sunday.” Well guess what. I’m not much good at motorkhanas either and neither is my car but boy did I have a ton of fun. And what could be more of a handful than Tom’s yellow peril or the big Falcon. The point I’m trying to make is that you are missing half of the enjoyment of the weekend, and the more entries we get the lower the overall entry fees will be.

*Peter Pelham*

**I** don’t think we as club members can thank the VSCC Northam Organising Committee enough and all other parties that were involved in making this iconic event happen. Special thanks must go to Randle Beavis , Craig Bradtke and Robyn Larkin for the effort they have put in.

I cannot comment on the hillclimb and autokana as I was not able to attend these events but I can say a few words about Sunday’s around the houses event.

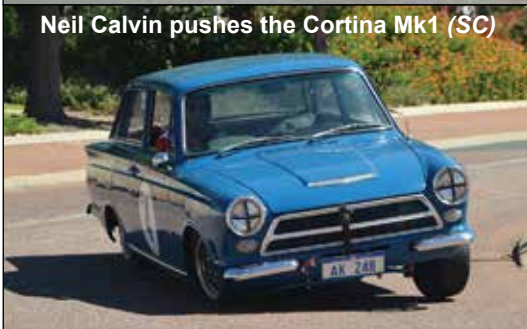
Well what a day! There were some of the most interesting fields of cars we have had for many a year, especially the Pre-1960 Sports and Race Cars with 22 entries, including a



**Scott Mackie, 1972 Torana XU1 (SC)**



**Cameron Jones, 1976 Escort Mk2 (SC)**



**Neil Calvin pushes the Cortina Mk1 (SC)**



**Patrick Dick enjoys his 1964 Mustang (SC)**



Terry O'Flaherty's Dodge  
Special engine (GS)



David Ward's Falcon at speed (GS)



Patrick Dick (Mustang) leads Lance Stannard  
(Morris Cooper S) (GS)



Mike Sherrell's TC towers over  
Simon Fry's Austin (SC)



Jamie Scott is neat in the Escort RS2000 (SC)



Stuart Elvidge, Flying Standard Special (NL)



Jack Del Borello concentrates in the White  
Mouse Ford 10 special (NL)



couple of new cars in the field, which bodes well for this division's numbers for the future.

I think everyone would agree this division is probably the heart and soul of VSCC Around the Houses events in WA. But I can't forget some of the other divisions' cars that the viewing public line the fences to see.

Those two big road block cars — Mike Moylan's 1964 lightweight Ford and Don Behets in the 1963 Galaxie Coupe — what a couple of beasts! And also the big V8 Fords and Holdens giving them a run for their money and drawing crowds to the viewing areas. After saying this, the mix of cars in all divisions was something to be seen. I don't think I have seen a greater mix of different makes of cars. At a quick glance I think I counted 33 different makes of cars in all, which made all the different divisions interesting to watch .

I must admit that viewing the passing crowds of the public looking at cars in the pits and also around the track, the number of spectators seems to have grown this year, which can only be good for our sport.

*Ron Fabry*

# WARD IN MALAYSIA

BY KIM LEDGER

*Back in 1984, Dick Ward was establishing a race-winning reputation in South-east Asia. He had started with the Fiat Abarth with a rotary sting in the tail then followed up with the much more sophisticated RX-7.*

*While he won many races in Western Australia, the sponsorship and prize money in Malaysia created an irresistible temptation, so with the assistance of Kim Ledger of Rotomotion and Dick's partner in Go Gear, George Stacey, Dick headed north with the Mazda.*

*This story is based on a contemporary article by Kim Ledger about the 1984 campaign.*



**For** nearly six years the Go Gear/ Rotomotion racing team has competed in Western Australia, most Eastern States of Australia and in various Malaysian counties. Dick Ward (current WA Sports Sedan Champion), a partner with George Stacey in Go Gear, and Kim Ledger proprietor of Rotomotion (a top speedcar competitor) form probably the most successful team ever to represent Western Australian motor sport. In years past Dick has successfully piloted the notorious rotary powered Fiat Abarth to many victories both locally and

internationally. More recently the team's slippery and powerful RX7 Mazda, regarded as the fastest in Australian competition, has taken Dick and his team to numerous victories, and now into the hands of their international sponsor, Team Rothmans of Malaysia.

Achieving international stardom and recognition is something Ward knows only too well, it just doesn't come easily. It has been Dick's driving ambition to reach the top of his sport for over 20 years. A quiet and patient manner of organisation, negotiation, a tremendous desire to win at all costs and inconveniences, has seen him now in a position of just reward.

For many years Dick has prepared his vehicles, organised his team support, airfares, accommodation, transport, living costs and heartaches all from a mere phone call requesting him to attend a race in some obscure part of Asia. All this, hoping like hell he'd recover enough out of prize money or local Asian sponsors to assist the program.

One engine haemorrhage or too many sets of tyres and the team's chances of breaking even plummet dramatically. At one time in Jakarta we thought our car, tools, equipment and spares were never going to be seen again. Somehow they were recovered! It seems in retrospect that the faith Dick had in either a promoter or a company requesting his appearance has worked well.

Most recently it has been an absolute delight to see major international sponsors Rothmans and Shell really commit themselves to supporting this team. It is now official that the Go Gear/Rotomotion Combination Team is Rothmans Malaysia's No.1 entrant in all Super Saloon Competition abroad.

Organisation for the GPs of the 5th and 6th May and the Penang GP of 13th May were well underway two months before the event.

Dick and George had completely stripped the RX7, rebuilt anything that didn't move correctly, checked the entire chassis (undoubtedly the most reliable component in the car since its inception), rebuilt the Hewland transaxle and generally gave it a birthday.

The boys at Rotomotion built a 'brand spanker' and a spare engine block. The motor was run in by Kim Ledger for 11 hours on their dyno, horsepower figures confirmed and the motor, with spare block, delivered to Go Gear.

Dick's usual homework and anticipation of any failure seemed well covered and all was in readiness for packing. George and Dick with MAS helpers loaded everything on a pallet at Perth airport set to leave on Saturday 28th April. Kim and Dick were to fly up one week early with the car and spares to spend time unpacking, transporting and testing before official practice on Friday 4th May.

As it turned out, Tuesday May the 1st was the Malaysian Labour Day holiday. This meant we had to spend most of Monday trying to extricate our car from Customs, a major exercise in itself.

Around a quarter to five Monday night it looked very much like our car was to stay in customs, then a money fairy arrived from somewhere, sprinkling \$50 notes in offices of relevant importance. Our car, spares, paperwork and the seemingly impossible language barrier suddenly got it all together and just leapt out of customs within five minutes of five o'clock (amazing we thought).

Some two precarious trips later, we had all the gear transported (by Suzuki LJ50 and trailer) to the Batu Tiga raceway and our pit enclosure.

On Tuesday, a holiday, business didn't exist. Wednesday the car and panels went to Rothman's paint shop for its latest blue and white vest. Thursday we prepared the vehicle, bled brakes and spanner checked all running gear for Friday's qualifying run.

Friday afternoon at 2 pm was the Super Saloons qualifying run, but Dick managed only two and a half laps, our new motor had started to seize up. Absolutely devastated we began the engine swap procedure during which we discovered our oil pump shaft had broken just past the hex drive shoulder.

Dick's ability to relate all vehicle functions to either Kim for the engine department or George for chassis and tyres is remarkable. The fact also that he noted slight malfunctions before feeling a tightening of the engine, saved thousands of dollars. Although the engine still turned over, local facilities and parts were not available to repair the good motor. After removing the dead one we stripped the pump, taking the remains of the broken components to a small engineering shop in Port Kelang. By midnight we had a new shaft, back to the track we assembled the pump.

Saturday 4pm was our first race. In the morning we assembled the necessary components onto the spare motor, installed the spare motor and began a series of long stationary running periods with about 7 or 8 filter changes to cleanse the oil coolers and lines of any bearing fragments. This process was made easier by Dick's earlier installation of the fabulous "Tattle Tail" Oberg filter screen system.

Qualifying was a non-event for Dick, but the two front markers, N Tachi Toyota 2000 Turbo (Japan) and Ian Grey BMW 1.4 Turbo 323i (Jahor Baru), had qualified at 1 min 26.2 sec per lap, so we had to grunt from go to whoa.

At the green light Dick's start amazed everyone, easily passing every car to lead the field by turn one with an amazing standing lap time of 1 min 26.8 sees. Well clear as a leader in lap two trouble struck. Dick saw the oil pressure drop 50 psi and decided to shut down and coast to the trackside. In doing so the newly constructed, low and extended front spoiler

picked a high spot then caught and completely ripped the front panels and bonnet to pieces.

It was at this point we felt our motor racing careers were in vain, a blown big dollar motor, an ailing spare, and the badly broken car.

Back to the pits and with a small injection of enthusiasm (grabbed from God knows where!) we started a process of elimination to cover all problems with the damage. Eventually George discovered silastic fragments in our motor scavenge filter, this was enough to inhibit the oil systems usual flow characteristics — we were back in with a chance. Rothmans organised people from everywhere to stitch the panels together and by the following morning there was a vehicle for Dick to drive, painted and ready to fire.

For this event the grid positions were set by the finishing order of the first event so Dick found himself at the back of the starting grid with many much slower cars starting in front of him. This time when the green light came on the Mazda shot out of its starting position only to find the Hillman Imp of Andrew Bryson coming to a complete stop after travelling only a few car lengths. The Mazda's nose buried itself into the engine compartment of the Imp with fortunately nothing but superficial damage and Dick pulled the Mazda out and began his chase of the leaders.

At the end of the first lap Ward was up to second place with Ian Grey's BMW a full 15 seconds ahead. The Mazda was handling much better than the BMW although the German car was faster on the straight due to it's extra 250 hp.

On lap 5 Ward had closed to within a car's length of Grey and on the next time round while the two cars braked for the S-bends Dick tucked the nose of the Rothmans car under his opponent and took over the lead. During the next five laps Dick pulled away from the BMW but on lap 10 he suddenly found the brake pedal becoming spongy and a few laps later was without brakes altogether. The brake fluid which the Australians had used successfully in the cooler climate of Australia would not take the extra heat required on the Shah Alam circuit and had exceeded it's working temperature limit.

Ward's lap times increased but by this time he had a good lead over Grey and although the red car closed to within 10 seconds in the last few laps Dick was able to hold his lead till the end.

The win was most welcome to the Team Rothmans crew after a run of bad luck which had begun as soon as the car arrived at the circuit, a lot of hard work by Dick Ward's many supporters had finally paid off and without their assistance this win would not have been possible.

## **2nd Meeting Penang**

The Penang circuit through the streets of George Town is very different to the wide fast Shah Alam track and a number of changes must be made to a race car to get the most from this demanding, bumpy, tight circuit. Most important of all changes is the car's gearing, as the top speed is around 30 mph slower than at Shah Alam, it is necessary to change the ratios in the gearbox so that all five gears, in the case of the Rothmans Mazda, can be used to full benefit. Normally a team will change ratios a number of times during testing at a new circuit before the correct set is found but due to a very short practice time at Penang it is a matter of choosing what you think will be correct and hope for the best.

Suspension settings need to be changed also with softer springing and harder dampening from the shock absorbers helping to keep the tyres on the bumpy surface.

The Shah Alam circuit has a very abrasive surface and a quite hard compound must be used to overcome the build up of heat but in Penang the surface is non-abrasive and very slippery and a much softer compound of tyre can be used.

All of these things were taken into consideration in preparation for the Penang race with other settings and combinations ready if the first setup did not work during official practice on Sunday morning.

Unfortunately for Dick and his Team Rothmans crew it was raining when the cars came out onto the track and although he set fastest time and qualified for pole position in the afternoon race it was impossible for him to decide if all the chosen settings were correct. It was decided to leave the car as it was and preparation for the afternoon race was completed with the installation of a new set of soft compound tyres. Although the track was dry as race time approached the sky was darkening with a possibility of more rain so those crews with wet tyres placed them in the pit lane area ready for a last minute change if the skies opened up.

Ward took his position on pole at the right hand side of the track with Ian Grey's BMW and N Tachi, in his Toyota fitted with a new engine, on the left side of the front row. When the flag fell the Mazda again showed its superior traction off the line and led Tachi and Grey into the first corner.

By the end of the straight along the ocean front Ward had a handy lead of 4 or 5 car lengths but then as he turned right at the old Fort his lack of dry weather practice showed and the Mazda got a little sideways, allowing Tachi to take over the lead. As the Toyota came past the Post Office for the first time Ward had closed right up again and the leading three were no more than a few feet apart. As the three swept onto the main straight Tachi made an unexpected driver error and clipped the sandbags on the inside apex of the corner slowing the car with damaged left front suspension. This put Dick Ward back into the lead and during the next few laps he pulled steadily away from the hard-pressing Ian Grey and by lap 5 had a small lead of around 5 seconds. Then almost unbelievably Dick found his brakes fading away again as the same problem he had encountered the week before slowed the car dramatically. With his brakes almost gone Dick's entry speed into the corners was increasing until finally he spun, allowing Grey to take over the lead. Dick fought back and shadowed the BMW for a number of laps before spinning again and contacting the front of the William Mei BMW as he squeezed by on the narrow street circuit.

Unfortunately considerable damage was done as the two cars collided and the front of the RX-7 was badly askew and the spoiler was missing altogether. Ward continued and on lap 18 closed again on the now confident Grey but Dick realized his chances of winning were gone and eased off to make sure of second place.

The enormous crowd showed their approval to Ward and Grey as they toured the circuit on the victory lap before returning to the pits.

Although the Team Rothmans crew were very disappointed at not repeating their Malaysian victory the team learnt a lot which should benefit them next year in their preparation for the 1985 Penang GP. Lack of practice time and experience on this track caused mistakes both in the driver's performance and the car's preparation which should not happen again and the driver and crew are looking forward to next year's event.

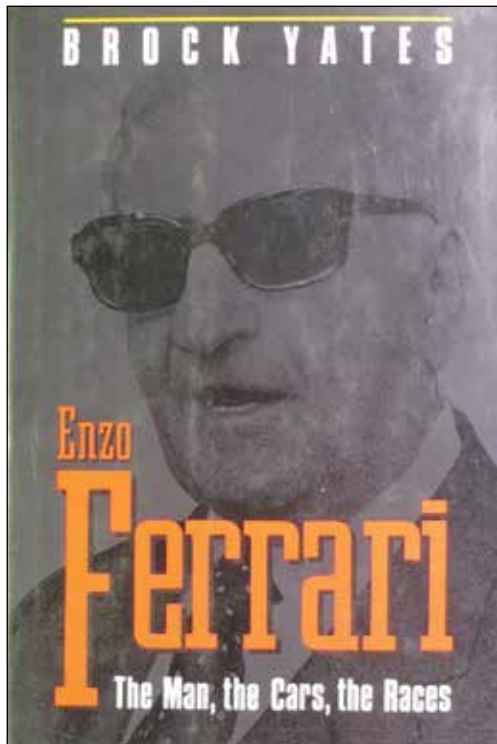
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## ENZO FERRARI: THE MAN, THE CARS, THE RACES, (THE MACHINE) by Brock Yates

**With** literary flair, the author Brock Yates wrote more than a dozen books about cars and motor sports. He also wrote for *The Washington Post*, *Playboy*, *The American Spectator* and other publications, and probably best known for his writing in and editorship of *Car and Driver* magazine from the mid-1960s until about a decade ago.

Brock also had a rebellious streak, which was on display in the early 1970s when he and some colleagues from *Car and Driver* met for beers at a bar in New York City and discussed the state of motor racing. They decided that the sport had become staid and that an informal, cross-country race would be one way to enliven it! So Yates created the 'Cannonball Baker Sea-to-Shiing-Sea Memorial Trophy Dash' in 1971, a coast-to-coast public road race. Although it was never officially sanctioned by *Car and Driver*, the inaugural test run and four additional sprints following the rules-free format made memorable reading. Yates and Dan Gurney won the first

race in just under 36 hours in 1971 with a borrowed Ferrari 365GTB/4 Daytona. About that exploit, Gurney noted, "At no time did we exceed 175 mph." When Hollywood took notice, Yates teamed with stuntman and director Hal Needham to write the screenplays for *Smokey and the Bandit II* and *The Cannonball Run I and II*, which, together, earned more than \$100 million at the box office.

Now onto the book! To his legion of admirers, Italian auto titan Enzo Ferrari (1898-1988) was a genius who personally created marvelous cars of advanced design. But as *Car and Driver* columnist Yates points out in this captivating, demythologizing biography, none of Ferrari's racing cars "was a glittering example of daring technology", and he had almost no hand in the making of the later road cars that bore his name. Revealed as a hot-tempered megalomaniac given to loud belching and countless amorous conquests, Ferrari fathered an illegitimate child and led a shadowy second life as a respite from the "simmering hatred" of his marriage. He portrayed himself as a loyal "motorised knight-errant", defending Italy's national honour, but in Yates' estimate he was interested solely in winning races and sometimes pushed his drivers to dangerous extremes. Yates deftly records the carnage of major races, business wheeling and dealing, and the political dimensions of motor racing.

As an aside; in the early 1970s, when Enzo Ferrari withdrew from less prestigious racing events to concentrate on Formula One competition, a number of the company's cars became expendable. They were sold to collectors — "privateers", as automotive journalist Brock Yates calls them — and their subsequent histories say a lot about the Ferrari organization.

One collector reportedly paid \$25,000 for a 512M coupe, but on delivery discovered it was not the new model he had ordered but a damaged team car. When he sent it back, the Ferrari factory returned the same car to him, in somewhat better shape, along with a repair bill of \$20,000!

Automobile racing sponsor Roger Penske (whose Indianapolis team has won the most races) had somewhat better luck: His \$28,000, supposedly new 512S also arrived in bad shape, but after working on the suspension, chassis and engine, he created the fastest Ferrari sport-class car ever to compete professionally. According to Yates, when Ferrari designer Mauro Foghieri looked over Penske's 512 at the Daytona 24-hour race, he pronounced it the finest Ferrari racer he had ever seen.

These stories attest to some of the less attractive aspects of the Ferrari legend: its arrogance, inflexibility and all-too-frequent ineptness. Yates dwells on these flaws with evident glee, and traces them, rightly it seems, to Enzo Ferrari himself, whom he portrays as extraordinarily vain and wilful.



The awesome GTO, Ferrari's quintessential road car. 39 of these 3-litre beauties were built and are among the most valued automobiles in the world.

Clearly Yates is less interested in the man than in his automotive team, whose exploits he chronicles in mind-numbing detail, race after race, season after season, decade after decade. Eventually these descriptions run together — as do the racers themselves, literally: The book's body count (if you include spectators) soars well past 200!



An exhausted Ferrari following his second-place finish in the Circuito del Mugello, July, 1921. His equally fatigued riding mechanic, Michele Conti, sits beside him.



John Surtees and Ferrari at Monza, 1964. This was at the peak of their relationship, prior to the decline in the team's fortunes and the ultimate departure of Surtees less than two years later.

For me this is can be an interesting book, best read by flicking through the 465 pages(!), finding an interesting section and following it for a chapter or two. Black and white pictures are limited but do show the scope of Ferrari's life and cars from the early days until his death in 1988. Have a go — we've got two copies to lend!

*Mark Jones*

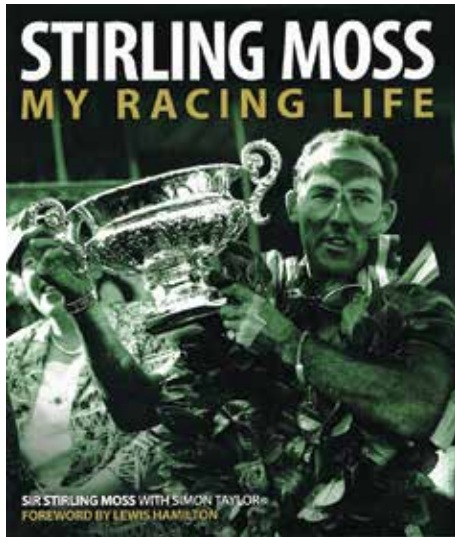
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# BOOK REVIEW: STIRLING MOSS – MY RACING LIFE



With more than 300 photographs, this book is a visual record of Stirling Moss's career. It covers everything from his early outings in the family BMW 328 through to his second career in historic racing. And yes, there is a photograph of the ill-fated Moss-Brabham Torana at Bathurst.

Each chapter has an introductory two pages explaining the story behind the photographs in that chapter. One of the most interesting photographs is of what appears to be a “mini-me” Moss on a small pony – being presented with a



The “mini-me” Moss on pony-back

trophy for a gymkhana. Collecting trophies became a lifelong habit.

Some of the cars and photographs might be familiar, but there are many shots that are published for the first time here. The second chapter is called *Coopers and Kiefts* and covers the Formula 3 years, which overlapped his first year in Formula 1. The first of the Coopers cost Moss £575 plus engine and “necessary spares”. If you thought Bernie was a racing wheeler and dealer, read how Moss acquired the engine: “...we got its JAP engine from Stan Greening of J.A. Prestwich at a good deal, mainly because Dad did his teeth.”

The book is split into chapters that overlap in terms of time, but are logically split in terms of subject. For example, the chapter entitled *Coopers and Kiefts* takes the reader from that first Cooper to Moss's last F3 race in October 1954, by which time Moss had completed his first season of F1 driving his own and the works' Maserati 250Fs. He had also made his “grown-up” debut in Tommy Wisdom's Jaguar XK120 in the 1950 Tourist Trophy at Dundrod, which he won. There is a chapter that covers the Jaguar and other assorted sports cars and chapters that cover the BRM V16 and F2 cars before 1954. Others cover the Mercedes year, the various Maseratis Moss raced, Vanwall, the Rob Walker years and more. The last two chapters are entitled *How It All Changed* and *Back to Work*, and cover first his career ending crash at Goodwood and Moss's life after the crash.







Moss and Jack Myers' WM-Holden at Cumberland Oval, Parramatta Park

Jack Myers' WM Holden in a demonstration at the dirt Cumberland Oval at Parramatta Park.

This photographic record covers winning the 1954 Sebring 12 Hours in a tiny Oscala, the Nurburgring 1000 km in Maserati 300S (1956), Aston Martin DBR1/300 (1958 and 1959) and Maserati Tipo 61 (1960) and winning the RAC TT in Jaguar XK120 (1950), Jaguar C-type (1951), Mercedes-Benz 300SLR (1955), Aston Martin DBR1/300 (1958) and Ferrari 250GT SWB (1960 and 1961). He also won the Targa Florio in 1955 in the Mercedes-Benz 300SLR. If there was a car available for a race and it had the slightest chance of doing well, S Moss would stick his bum in it and have a go. He was competing in up to 80 races a year all over the world.

Moss never won the World Championship, but he finished second for four years from 1955 to 1958 and third three times from 1959 to 1961. Taking into account the fact that in those last three years he was driving a privately entered car for Rob Walker against all of the factory teams, that the first three of the second places were to Fangio and that the 1958 title went down to the wire with only one point between champion Mike Hawthorn and second place Moss, it is an incredible record of high speed consistency. There are photographs of all the cars he used in those amazing years with Moss's considered opinion of each.



The end! What Moss describes as "My poor old Lotus 18/21" after his career ending crash at Goodwood, Easter 1962.

One thing that strikes the reader is the astonishing variety of cars that Moss raced, rallied and broke records with over the years. Even in 1955, when he was part of the Mercedes-Benz Grand Prix and sports car teams, he managed to race not only his own Maserati 250F but Francis Beart's Beart-Climax. He rallied Sunbeam-Talbots, raced Standard 10s, took part in a marathon drive (15 European countries in 5 days) in a Humber Super Snipe and broke records in MG, Lotus and Austin Healey cars. In 1952 he took part in the London to Brighton veteran car run and drove a Harford Special trials car in the Kitching Trophy Trial. When he was in Australia for the Olympic Grand Prix in 1956 he drove



Moss drove for Rob Walker for longer than any other team. This is the Walker Cooper at Monza, 1959

All in all, this is a great book for any enthusiast to have on his or her bookshelf. Open it at any page and you will find Moss's description of an astonishing number of fascinating cars that he raced in 585 events up to Easter 1962. He finished 387 and won 216, mind boggling figures all of them.

Moss was assisted by Simon Taylor, who wrote the preface, in the production of this book and Lewis Hamilton wrote the foreword. Both Moss and Hamilton raced in Grands Prix for Mercedes-Benz, but neither fancied racing the other's F1 car.

*Bob Campbell*

# JK&L SQUARE RIGGERS UPDATE

## NORTHAM MOTOR SPORT FESTIVAL SQUARE RIGGERS CATEGORY– J AND BITS OF K

Nicole Lothe photograph

**We** had a fantastic turnout of pre-war specials, or should I say, thoroughbreds at Northam this year. I must say it looked like someone had shrunk the cars with the great array of Austin Sevens and diminutive English sporting cars gracing the field.

The debut of Ian and Simon Fry's Austin Seven was another step forward for the category. It makes the White Mouse look like a large car! With Steve Williams and Geert De Clerk, and

Doug Vanzetti in the Triumph Gloria complementing the MGs we have a great array of cars to show what vintage racing is all about. We're now at 20 regular competitors and our impresario Hugh Fryer is confident that it won't be long before we can field 25 cars regularly. Is this more than any other State in Australia?

I was also delighted to see the return of Ross Oxxwell in his superb Riley 9 racing special. Ross and Lyn gave many years of service to the club and our members and with a bit of



The JKL field en masse (NL)

spare time to work on his own car at last, the Riley was in fine fettle and back on the track.

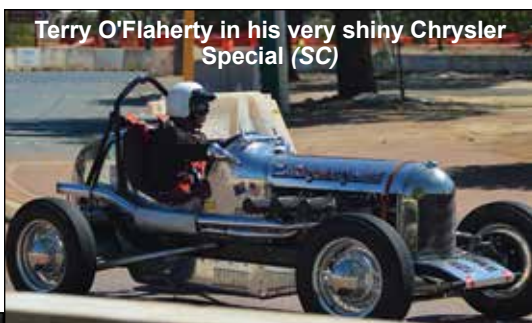
Stuart Elvidge had his newly acquired Flying Standard flying nicely around the track (see photograph on page 17). He commented to me that it was great to see a building sense of camaraderie and mutual interest and support building in the square riggers which is making each event and the build up to it a great experience. He appreciated the welcoming attitude from our group.



Ross Oxxwell returns to the track in his lovely little Riley (NL)

Terry O'Flaherty is making the Chrysler Special faster around the circuit and it is good to see such fine Chrysler machinery raising the standards of our event.

Craig Atkins a little frustrated this year. He fried the generator in his Morgan heading up Greenmount and he had to return to his garage and pick another one. It was good to see him at Northam in a slightly more modern version of the wooden wonders.



Terry O'Flaherty in his very shiny Chrysler Special (SC)



JKL cars strung out down the straight (NL)

The MacIntosh Salmsons were again out in force, and this time Christopher had the '26 Salmson humming while the Bartlett decided to be a little temperamental.

One of the best things about this year was the number of MGs making the field. They have always been supporters of the around-the-houses events and there was a peloton of Abingdon's best mixing it up with Cecil Kimber's old rivals, the Austin Sevens.

Finally we must congratulate Steve Williams for taking home most of the silverware with the exception of Graeme Cocks in Silverwings winning the Northam Flying 50 sponsored by Mitre 10 Northam.

See you in Albany.

*Heza Henry*



Graeme Cocks keeps Silverwings ahead of Christopher MacIntosh's Salmson (NL)



Bryan Scrivenor, MG Special, leads two of the more traditional MGs (NL)



Simon Fry's Austin 7 Special leads two taller Austins (NL)



JKL cars swarm through a corner (NL)



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Built 15 years ago by Robin Ferguson using specifications from the Ford Motor Museum in Detroit. Newly rebuilt motor, 274 cubic inches, Speedway Motors rotating assembly, Scat crank, Scat H-Beam rods, Ross forged pistons, Isky Jr 400 camshaft, Isky valve springs, twin Holley 94 carbs, exhaust extractors, 3.55:1 diff with open tailshaft conversion to flat-head diff, Mallory electronic distributor, modern type (Speedway Motors) water pumps.

**Price (including custom built trailer) – \$20,000.00**

**Contact: Paul Wilkins – Mob: 0428 922 823 – Tel: 08 9387 5535**

**Email: paulwilkins@westnet.com.au**

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## FOR SALE – 1989 RALT RT34

Ex-Fred Goddard Racing with Pekka Herva, Hilton Cowie, etc.

In exceptional raceworthy condition.

Has 2-litre Golf engine injected by Speeis.

Has FT200 Hewland box with spare gears.

PLUS! wets on wheels.

PLUS! spare body.

**\$28,000 FOR THE WHOLE PACKAGE**

Car is located in Hazelmere, Western Australia

**Ring George Webber – 08 9274 5993**



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## FOR SALE — 2010 Isuzu NQR450 Crew Cab

**Only 39413 km — Rego: 1 DLY 288**

4 cylinder 5 litre diesel — 6 speed gear box — Modern transmission with hill start

Set up for equipment transport, currently used for race car

Fits Mustang 1965 fastback, and tows car trailer, with MGC.

Runs 4.5 km/litre. Many mods include

bull bar, spot lights, additional aerial,

sprung drivers seat (original available)

seat covers, reverse camera, extra 24 volt

plug for fridge etc, 2 x 12 volt plugs through transformer for phones etc, heavy duty winch, tyre rack, electric hydraulic ramps, beaver tail, extra 140 litre fuel tank (Total cap. 280 litres). Tow hitch with 12 volt plug. General condition is A1 due to low km.



**Reduced to \$74,000.00**

**Contact Ivan Michelsen – 0417 984 131 or 9399 2347**

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## FOR SALE

FIAT 124 Sports, 1st series, 1438cc DOHC engine and 5 speed gearbox plus some instruments

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**Paul Blank – Automotive Consultant – 0407 097 911 – paulb@classicrally.com.au**

