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VINTAGE METAL

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

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Annual General Meeting: Monday 6th November 2017



Collie Coalfields 500 (GH)

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Rob Ozanne's 240Z Restoration



Wakefield Park All Historics



WA Special at Shannons



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FROM THE PRESIDENT

Hi Folks.

Just returned from a great weekend at the Coalfields 500. Paul Bartlett and his organising team are to be congratulated on a well-organised and very successful event. The atmosphere was very relaxed, friendly and stress-free. Drivers and their support crews enjoyed the camaraderie, lots of track time and perfect weather.

There were so many people working behind the scenes that I hesitate to mention names for fear of missing someone out. However, we do have people who are not members of our club but give their time to assist us. Joy Brewster-Jones and Sue Dickerson helped with scrutineering and administration and Sam Allot stepped in to be Secretary of the Meeting. Their help is very much appreciated.

The event calendar for October, November and December is a very busy one.

The Annual General Meeting will be held on November the 6th. New Management Committee members will be appointed and welcomed aboard for 2017/18. Mike Barnes, Brad Peters, Rad Dickerson and Lou Symes have retired or resigned from M.C. duties and this is an opportunity to thank them for the contribution they have made towards the successful running of the Club. It will also be an opportunity for members to review the Club's performance for the year. If that's not enough to entice you to attend then knowing that Bert Van Zuylen and his helpers have planned a sumptuous supper should change your mind.

The Vintage Stampede will be held on the 26th of November at Barbagallo. The Competition Committee is investigating the possibility of running a hill climb at Jack's Hill on Saturday afternoon, the 25th of November.

The Annual Dinner and Awards night will be held on the 4th of December at Burswood on Swan. Len Kidd, Sheryl Swarbrick and the Social Committee are well advanced with their planning for this event. Last year's dinner was a huge success and a wonderful way to end the year. This year it will be even better so mark the date on your calendar.

The meeting I wrote about last month, relating to our future tenure of the Club House, went ahead on the 13th of October with representatives from the Western Australian Planning Commission and Rita Safiotti's office. It was made clear to us that the lease over the "D" circuit would go ahead and the extension of that lease, to include the York Street Road Reserve, was a real possibility. They were unable to give us any information on the future of the existing Clubhouse. At this time we don't think that Government has made any decision.

The VSCC needs to consider now what we plan to do about a future Club House. We have occupied the present building for 10 years and have become accustomed to having a home of our own. Those of us who remember the time when this wasn't the case, and we leased meeting rooms from other clubs, would not want to return to those days.

At this time there are three possibilities;

1. Build a new Club House on York Street that overlooks the circuit.
2. Lobby the Government to retain the existing Club House.
3. Return to renting a meeting room from another Club and lease a unit to store all our equipment.

The Management Committee is considering these and other options and will make a recommendation to the members for discussion as soon as possible.

That's all from me this month. Drive safely.



Rob Ozanne

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

Minutes of General Meeting

Held at the clubrooms, Caversham, 2 October 2017

1. Meeting opened: 8:00 pm

2. Apologies: nil

3. New Members and Guests: Guests: Dr Pauline Joseph, Beata Dawson, Colin Dennis, Warren Hope and Paul Markham

4. Adoption of minutes of June meeting

Moved: Tom Benson **Seconded:** Simon Fry **Carried**

5. Business arising: nil

6. Treasurer's Report: Sheryl Swarbrick reported for Evan Edwards.

Current balances are available from Sheryl or Evan.

Moved: Sheryl Swarbrick **Seconded:** Ivan Okey **Carried**

7. Secretary's report:

Correspondence In:

1. Returned newsletters: (SS)
 - a. John Butcher
2. Shire of Northam – receipt for acquittal for 2017 NMSF (PB)
3. Westpac – statement for cheque account (SS)
4. Westpac – returned BPAY payment to REST Industry Super
5. City of Albany – receipt for acquittal for 2017 Albany Classic (PB)
6. Australian Business Register check of Australian Business Register details (DM)
7. DoT – invoice for scrutiny for CC500 (PB)
8. ATO – BAS for July – Sept (EE & SS)
9. ATO – failure to lodge BAS for Apr – Jun (EE & SS)
10. BC Electrical & Security – invoice for security equipment at Caversham (EE & SS)
11. Westpac – deposit books (SS)
12. Bob Illich – log book application (SB)
13. Tourism WA – sponsorship agreement for 2018 Albany Classic (PB)
14. Nomination forms for 2018 committee – I Okey & B van Zuylen (DM)
15. Wheatbelt Hub – offer of stall space for International Volunteer Day on 5 Dec (RB)
16. CMC – Northam Vintage Swap Meet on 18 Feb (BC & GW)
17. CMC – AGM minutes (GW)
18. CMC – motorsport talk with John Broad (SS)
19. Unique Cars – change to VSCC listing (DM)
20. Westnet – invoice (EE & SS)
21. Bob Campbell – VM invoice for Oct (EE & SS)
22. CAMS – club business workshops (MC)
23. All Ford Day – promo for 29 Oct (BC)
24. Xero – invoice (scam?)

25. DMIRS – Associations Newsletter (MU & RO)
26. Historic Formula Ford Assoc. – request for VSCC logo (DM)
27. Westnet – receipt (EE & SS)
28. Telstra – invoice (EE & SS)
29. Officeworks – invoice (EE & SS)
30. CMC – non-compliance in Concessional Licensing (GW)
31. VWCWA – newsletter (BC & MJ)
32. VCCQ – magazine (MJ)
33. Greg Purser – membership query & logbook application (DM & SS)

Correspondence Out:

1. Greg Purser – log book application

Moved: David Moir **Seconded:** Mark Duder **Carried**

8. President’s Report: Rob Ozanne reported:

- Collie Coalfields 500 was a great success and we had great positive feedback.
- Management Committee for 2018 – Graham Robson has nominated to be Treasurer, Competition Secretary required to replace Paul Bartlett
- Annual General Meeting to be held in conjunction with the general meeting on 6 November
- Clubrooms – there is concern that the building will be bulldozed as part of the Brabham residential development; the Minister for Planning’s office has advised that a 10 + 10-year lease will be available for the Caversham D Circuit and the York St clubrooms site; the club needs to decide the best option for the circuit and clubrooms and a proposal will be discussed by the Management Committee before being put to members – some discussion followed.
- Annual Dinner will be held at Burswood on Swan on 4 December in place of the general meeting and will include trophy presentations.

9. State of Play Reports:

a) Competition: Paul Bartlett reported that:

- **Collie Coalfields 500** was a very successful event with 120 entries; Regularity competitors received very good value with around 50 laps for their \$200 entry fee
- **Vintage Stampede**
 - i. Plan to use the CAMS on-line entry system;
 - ii. Plan to run a hillclimb at Jack’s Hill on the Saturday afternoon as a round of the club Hillclimb Championship with Regularity on the Sunday.
- **Albany Classic** – the sponsorship agreement for the 2018 event has been received for signing.
- **Log Books** – Bert van Zuylen has taken on the administration from Steve Boyle.
- **CAMS State Council** meeting this Thursday will have election of office bearers and discuss a proposal for a Regularity Panel separate from the Motor Sport Development Panel.
- **CAMS State Calendar for 2018** will include the following VSCC events:
 - i. Northam Motor Sport Festival – 7 & 8 April
 - ii. Albany Classic – 3 June
 - iii. Goomalling Sprint – 13 October

- iv. Collie Coalfields 500 – 29 & 30 September
- v. Vintage Stampede – 2 December
- b) **Constitution:** Mike Upton reported that a draft of the club's new constitution was now on the website; members are encouraged to read it and provide comment to Mike; it will be discussed at the AGM on 6 November.
- c) **Workshop:** Ron Fabry reported that:
 - The tour of Fiora Machinery was very successful;
 - The next workshop session will be this Saturday.
- d) **Library:** nil
- e) **Social:** Ed Farrar reported that the Sandalford Run will be on 15 October
- f) **Regalia:** Ivan Okey reported that he is investigating alternative suppliers for the new jackets, shirts etc.
- 10. **General Business:**
 - **Collie Event** – Mark Duder made comment on Len Kidd's antics.
 - **Julian O'Hara** mentioned that John Kopcheff had been injured in an accident at Barbagallo Raceway but was OK.
 - **Log Books** – Bert van Zuylen mentioned that log books will be required from the Northam event next year; members are encouraged to apply to him for log books; he is aiming to have the logbook data base up to date.
 - **Targa Tasmania** – Bert van Zuylen spoke of his success in the Early Modern class in this year's event and has donated a book on the event to the library.
 - **Dave Sullivan senior** turned 100 last month and the club will send him a card.
 - **Sue Johnson** is quite unwell.
 - **Frank Fiocco** died last month
 - **Ken Shufflebotham** offered a vote of thanks to the organisers of the Collie event
- 11. **Guest speakers**
 - **Dr Pauline Joseph and Beatta Dawson** gave an insight into a new form of presenting museum collections based on a digital presentation on the story of the Markham Car Collection and asked members to view the presentation online and provide feedback.
 - **Warren Hope and Colin Dinis** spoke about the two Holden Torana XU1s they had on display
- 12. **Next Meeting:** Monday 6 November.
- 13. **Meeting Closed:** 9:50 pm

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NOTE! DEADLINE FOR ARTICLES AND ADVERTISEMENTS FOR THE DECEMBER ISSUE IS NOVEMBER 11.

VSCC OF WA CALENDAR 2016/2017

October

31 Dad's Army

November

4 Workshop Saturday

6 Annual General Meeting

11 Copy Deadline December *Vintage Metal*

14 Club Management Committee

20 Competition Group

21 Dad's Army Working Bee

26 Vintage Stampede, Barbagallo Raceway (Club Regularity Champs Rd 4)

28 Dad's Army

December

2 Workshop Saturday

4 Annual Dinner, Awards Night and General Meeting

12 Club Management Committee

18 Competition Group

19 Dad's Army

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EDITOR'S RAMBLINGS



WA Special at Shannons Auction

The Harry Smith V8 Special that Harry, a Welshpool coach builder, built to compete in the 1951 Australian Grand Prix at Narrogin, is to be auctioned by Shannons on November 27. Check the Shannons web site for details of the auction. See page 24 of this magazine for a description of the car.

Collie Photographs

Thank you to the VSCC members who supplied photographs of the Coalfields 500 for the event report (page 18) and the JKL Squareriggers (page 26). There are also 12 photographs by Graeme

Howie of Sport Pixx Sport Photography, a regular contributor to *Vintage Metal*.

You can see and order copies of Graeme's photographs of this and other meetings on his web site at www.sportpixx.com.au.

Whittaker's Hill Update

Following the publication of the Whittaker's Hill story in the October issue of *Vintage Metal*, club historian John Napier-Winch contacted me with a correction to the date of the event and a bit more information. If you remember, I had information from an RAC member that the wheels on Ossie Cranston's Model A were from a 1930 model, so we assumed that the photograph (right) dated from that year. Not so, as John has the original of the photograph and sent me the following:



Ossie and Boof on Whittaker's Hill in 1931

"The photo of the Cranston Ford was taken at the Whittakers Hill event in 1931 by John Finney. John also took a movie from the same spot and others on the same day.

"John Finney was the WA Sporting Car Club's official photographer from its formation in 1929 through to the early 1960s.

"When the club was formed John was working for Neil Baird in his advertising department. From that time Neil asked John to take photos of all events held by the club. John agreed and also took movies on 16mm for a lot of the events from 1931 on. The last motor race movie John made was of the 1962 AGP held at Caversham."

John Napier-Winch holds most of John Finney's collection of photographs and movies.

Different Views from 32-year-olds

Ross Oxtell's Wakefield Park story on page 22 provided me with an excuse to contact Graham Snape, owner of the Eldred Norman-built Zephyr Special that was driven by Graham's son Greg. Greg's brother Matthew drove the family's Amilcar Willys. Greg's 32-year-old daughter Melissa made her regularity debut at the meeting in her father's Cooper-BMW, having had a shake-down run a few weeks earlier at a sprint meeting. She loves driving the old Cooper (a Mark IX with a supercharged 600 cc flat twin BMW).

By contrast, VSCC member Chris Broughton, told me that his 32-year-old son can't see the point of historic racing and regularity. Even taking him to a VSCC round the houses event failed to light a spark of interest. Two 32-year-olds, totally opposite views.

Bob Campbell

VINTAGE
RACECAR

BEARS JUNIOR

**Aussie!
Aussie!
Aussie!**

VINTAGE
ROADCAR

1949 MG Y Type

Daisy Chain



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VSCC NEWS

Log Books

VSCC Competition Secretary Paul Bartlett has said that his aim is that all vehicles in VSCC events should have CAMS or VSCC log books. To make this possible, Bert van Zuylen is updating the VSCC Log Book data base so that log book applications can be processed efficiently and in good time.

Bert will be coordinating the issuing of VSCC Log Books and managing the data base, while log book matters for each group will be looked after by the club members who have been looking after things to date.

The whole process will take time to implement and streamline and Paul will be making further announcements as details of the new system are finalised.



Guest Speaker

Guest speaker at November's Annual General Meeting will be Paul Bevis, who will present his Fiat Spider Abarth (left).

Based (loosely) on the Fiat 124 Spider, the Abarth version became an effective weapon in international rallying from 1973, its success limited mainly by the simultaneous arrival of the Lancia Stratos. In his book *A-Z of Works Rally Cars*, Graham Robson

describes the evolution of the 124 Sport Spider into the 124 Abarth Rallye: "It had more power due to the use of a 1.8-litre version of the well-known engine, a better and more robust transmission, *and* independent rear suspension. Most of the unnecessary trim and fittings were thrown away (the car had no bumpers, for instance) there were glass-fibre panels instead of steel, and the car's suspension and settings had motor sport in mind rather than normal road comfort."

After two seasons of limited success, the 124 Abarth was given a new 16-valve head for 1975, releasing nearly 200 bhp (150 kW if you must). In that year Marku Alen won the TAP Rally and Hannu Mikkola and Maurizio Verini shared three second places in World Championship rallies. Verini also won the 1975 European Rally Championship in the 124 Abarth before Fiat lost interest in the car and concentrated on the 131 Abarth sedan.

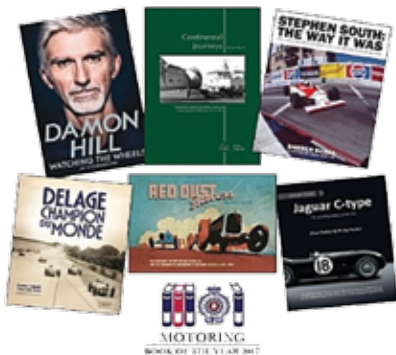
Red Dust Racers Short Listed for 2017 RAC (UK) Motoring Book of the Year

VSCC member Graeme Cocks has had his book, *Red Dust Racers*, short listed for the British RAC Motoring Book of the Year. Here is part of the RAC press release:

Six superb contenders for the 2017 Royal Automobile Club Motoring Book of the Year Award have just been shortlisted by a special panel of independent judges.

The winner, chosen from a rich mixture of masterful new reference works, riveting driver biographies, and extraordinary untold stories, will be announced on Wednesday 1st November at a ceremony to be held at the Club's Pall Mall clubhouse.

"We never fail to be amazed at the quality and variety



of titles our hugely experienced judges propose for the Award,” said Peter Read, the Club’s Motoring Committee Chairman. “This year the stand-out books were clear from the start but, as ever, the debate to choose a winner has been arduous.

“This Club loves books – we have one of the world’s finest motoring libraries, one we add to constantly – and we believe fervently in the written, and printed, word. We want our Award to be an incentive for authors to keep striving for excellence and originality.”

This year’s judging panel includes newcomers Tom Wiltshire, who reviews books for leading weekly magazine Auto Express, and Mark Dixon, the widely respected deputy editor of Octane magazine. They join Christian Whitehead from the motoring department of London bookstore Foyles, leading independent motoring bookseller Ben Horton of Hortons Books, Gordon Cruickshank from Motor Sport magazine, Classic & Sports Car magazine international editor Mick Walsh, and commentator and reviewer Henry Hope-Frost.

As judges who are totally independent of the Royal Automobile Club, they represent the UK’s most informed motoring literary critics.

The six titles now in the running for the Royal Automobile Club’s 2017 Motoring Book of the Year Award are:

- Red Dust Racers by Graeme Cocks, published by Motoring Past Vintage.

“Fantastic photos, memorabilia and anecdotes revive the memory of the Australian Outback racing institution that was Lake Perkolilli” – Mark Dixon.

- Jaguar C-type: The Autobiography of XKC 051 by Chas Parker and Philip Porter, published by Porter Press.

“Duncan Hamilton’s character and the family connection gave it a warmer feel – and the spat over Top Gear enlivened it too” – Gordon Cruickshank.

- Watching The Wheels: My Autobiography by Damon Hill, published by Pan Macmillan.
- “Fabulously frank and cerebral account. One of the very finest sports biographies of its generation.” – Henry Hope-Frost.

- Stephen South: The Way It Was by Darren Banks, published by Performance Publishing.
- “The publisher should be proud of their remarkable first attempt on a driver you haven’t heard of, but soon will” – Christian Whitehead.

- Delage – Champion Du Monde by Daniel Cabart & Christophe Pund, published by Orep Editions.

“Perfectly timed for the 90th anniversary of the Gallic Grand Prix great, vividly covers development, competition, drivers, and individual chassis histories” – Mick Walsh.

- Continental Journeys: The Definitive History of the Bentley R-type and S-type Continental Models From 1952 to 1965 by David Bassoli, published by Nubes Argentea.

“Here is an investment book of the future – if you want a truly excellent example of specialist publishing then this is it” – Ben Horton.

One of these books will receive the coveted Royal Automobile Club 2017 Motoring Book of the Year Award on 1 November. In addition, one other book from the leading six will receive the judges’ accolade of ‘Specialist Book of The Year’ for an impressive feat of research and endeavour.

The members of the VSCC of WA wish Graeme every success with the award winning book, which has already received international recognition and has been reviewed in publications across the English-speaking world.

Priced at \$149.50 plus post and packing, it can be ordered through Graeme’s web site:
motoringpast.com.au

WASCC Points Scores after Coalfields 500

Here are the points scores to date with some VSCC members featuring:

Modern Regularity WASCC Championship

| | |
|-----------------|----|
| Robert Janney | 50 |
| Peter Callo | 49 |
| Jackson Whisson | 40 |
| Scott Glover | 27 |
| Andrew Morrison | 22 |
| Michael Costa | 18 |
| Graeme Paynter | 6 |

Historic Regularity Sports Car WASCC Championship (M)

| | |
|-------------------|----|
| Andrew Murdoch | 30 |
| Allan Guelfi | 27 |
| Neil Woodward | 27 |
| Michael Broughton | 26 |
| Peter Harrold | 15 |
| Simon Loh | 12 |

WA Museum Opening of New Extension



After many years of planning, followed by almost two years of construction and fitting-out, the new building was officially opened on 20 September.

A ceremony to mark the occasion was highlighted by the special appearance of Western Australia's very own champion Formula One driver Daniel Ricciardo. Daniel gave up his valuable time, fresh from a podium finish in the Singapore Grand Prix, to formally open the new building (photograph left).

Two hundred guests attended including the Premier, The Hon Mark McGowan MLA, The Hon Rita Saffioti MLA, Minister for Transport; Planning; Lands and Hon Donna Faragher MLC. Member for East Metropolitan Region.

A highlight of the proceedings was when Daniel spoke of his passion for the sport and unveiled the plaque to commemorate the official opening of the building which was followed by a traditional shoe champagne toast.

The door to the new building was then opened to reveal the magnificent Formula One race car that was driven by Daniel to nine podium finishes including first in Canada, Hungary and Belgium. The race car has generously been handed over to the Museum by Daniel on a long term loan basis.



Museum volunteers Doug Bush, Dave Johnson and Theo Pabst prepare the Red Bull F1 car for the opening

Vintage in the Valley

Vintage in the Valley took place on October 15. About 15 cars attended and did the run in the beautiful sunshine on Sunday with some stopping at the chocolate shop and the other attractions on the way. Most stayed and had picnic lunches under the trees, with some going on to the clubhouse after the event at Sandalford had finished, for drinks and nibbles.

Quite a bit of interest from the public, and Sandalford certainly did their bit with designated areas for the cars, supplied chairs and tables, plus a marshal to help with cars arriving.

More cars would have been better, but not a bad turn out all the same.

Mark Duder was there with his little camera.



DAD'S ARMY NEWS

Caversham Car Update



The car looks very smart, but Kevin Dorn finds it a bit of a handful on the way to the workshop



No Austin A40 engine ever looked quite this good. Great work by Dad's Army.



Denny getting the car set up for painting under the mudguards

Over the two Tuesday meetings in September and the Workshop Saturday on October 7, progress was made on the final details of the Caversham Car.

Denny Cunnold painted the underside of the mudguards, while various Dad's Army members sorted out the electrics, carburettors and fuel pump. The seats were removed so that they could be provided with more adjustment to allow those of us who are not built like jockeys to drive the thing.

A strong indication that the car isn't house trained led to investigation of a coolant leak.

All in all, the car is getting close to completion, but no-one is game to set a completion date — something to do with tempting fate...

Portuguese Millipedes

Uncountable swarms of these little beasts have infested the clubrooms and

workshop. Sweeping them out of the door is at best a temporary solution and we are experimenting with different sprays to find one that exterminates them. Watch this space...

Mark Duder and Bob Campbell swept out the clubrooms on Dad's Army Tuesday in September, with the Editor abandoning the broom to get this shot of Mark hard at work (right).



Ginger Meggs car



Brian (Bluey) Tilton from the Vintage Automobile Association (VAA) visited the Dad's Army Tuesday on September 26 with his 1936 Chrysler sedan. The car was used in the Ginger Meggs Movie and it has a sticker on the back window (left) testifying to that fact.

A quick look over the car revealed front indicators and



taillights sourced from the Wolfsburg branch of Chrysler (they came from a Volkswagen Beetle). However, they suit the car and provide a much safer alternative to the hand signals that were originally used.

Bluey told us quite a lot about the VAA over morning tea. It was interesting to hear how the VAA got over the need for clubrooms. They bought a former shop in Helen Street, Bellevue and gradually restored it. The restoration included a new roof and a great deal of interior remodelling, but tradespeople who are members of the VAA lent their expertise and they now

have a clubrooms that is wholly owned by the association and suits them very well.

Restored Speedcar



The October 2015 issue of Vintage Metal featured Michael Zlatovich's speedcar, which was in dire need of restoration. Michael asked VSCC members if they could help him to trace the history of the car to help with the rebuild. A photograph of the car as it was shown at left.

Michael brought the

restored car along to the Workshop Saturday on October 7 to show us how it looks now. It is almost ready to run, but a problem with the engine required a rebuild. The engine shown is a dummy unit for show purposes. The car is quite immaculate except for the exhaust headers, which are due for replacement with specially fabricated stainless steel pipes.

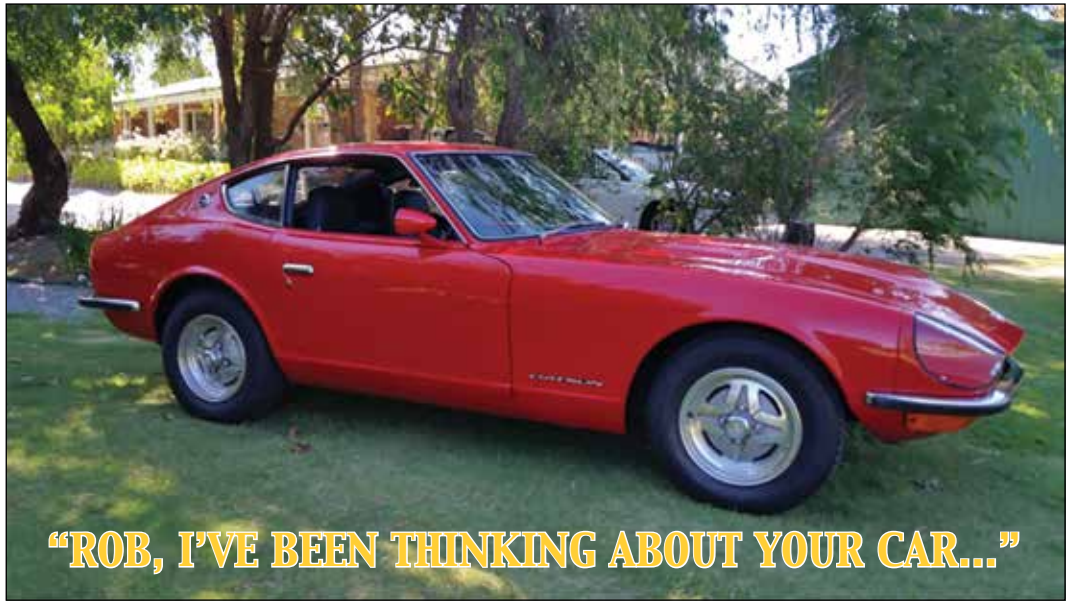


The midriffs in the picture to the right belong to Michael (left) and Graeme Whitehead who were having a deep discussion about the car's oily bits.



DAD'S ARMY DATES - 2017

| | WORKSHOP SATURDAY | WORKING BEE TUESDAY | DAD'S ARMY TUESDAY |
|----------|-------------------|---------------------|--------------------|
| NOVEMBER | 4 | 21 | 28 |
| DECEMBER | 2 | | 19 |



“ROB, I’VE BEEN THINKING ABOUT YOUR CAR...”

In 2010 I finally found my 240Z and it was love at first sight. She was part of a deceased estate and hadn’t been on the road for a number of years. The engine would run and the auto box was able to facilitate forward motion. Being optimistic I handed over hard cash and set off down the Kwinana Freeway for home. Five kilometres later the temperature gauge was off the clock and there was an ominous grinding sound from the rear. My world fell apart and the bargain of the year arrived home on a truck to the derision of my family. From the Boss (surely you didn’t part with real money for that) and (don’t worry Dad, there has to be a get-out clause in the contract) were some of the less hurtful greetings.

My misery and shattered ego were restored with a phone call to Martin, the “Z guru,” whose soothing words promised salvation. The car was dispatched to his workshop with assurances from the “revered one” that all would be well and my status with family and friends would be restored. True to his word the Z was soon purring and I drove home, down the freeway, looking down that long bonnet, listening to the booming exhaust and reveling in the admiring glances from the cars I passed. I returned home in triumph.



Over the next few years I enjoyed driving the car and the increase in the status that owning such an icon brings. During this time the “Guru,” who is rumored to have a direct line to the “Z Gods,” upgraded the car’s mechanicals. Last year, when the car was at his workshop, I made a

foolish and life-changing statement which was to have serious repercussions.

(“Now that she is mechanically sound I think the paint needs touching up in a few places”).

This was followed a few days later by a phone call from the “Exalted One.” His opening line I would



come to know well: “Rob, I’ve been thinking about your car.”

He went on to say he had a panel beater/spray painter in mind that I should meet. As a disciple and a true believer of “Z” I followed his advice, not sure what I would do with 20 virgins!



This is what a minor paint touch-up looks like. Of course you have to strip the car, bead blast it and repair any



accident and rust damage before the touching up can commence.

If you touch up the paint it is compulsory to have new lights, anodize all fittings and fit a new brake booster. These go well with a re-skinned dash.

When doing a minor paint touch-up one has to paint the engine and polish the rocker box.



Whoops!! I’m getting ahead of myself. Of course before the engine is painted the motor has to be rebuilt. It also seems that with minor paint touch-ups a standard engine rebuild is not acceptable. One is required to double the horsepower.

I’m still a little confused as to why re-upholstering seats and fitting new carpets etc. are also considered essential.

I allowed three weeks for the touch up but it needed two years for the paint to dry. It’s finished and I am over the moon. It was worth the wait. The 240 looks, smells and drives like a new car. There is nothing better than driving

down the freeway looking down that long bonnet, watching heads turn and acknowledging the “Ah so Datsun Need for Speed” (a popular computer game) from Asian tourists.

Jen commented “Whatever you have spent on that car it’s only fair that I should be able to spend the same amount on myself.”



Being a reasonable man I agreed. Jen is now working out what she can buy for \$5000.00!!!!

You might be asking “what is the moral of this story?” Let me enlighten you.

Minor paint touch ups

take more than two weeks.

If Martin is restoring your car and he says to you those fateful words: “I’ve been thinking about your car.”

BE VERY CAREFUL!

With tongue in cheek and apologies, my thanks to Martin Falconer and Brad Khose, two very talented gentlemen. I am in awe of their skills and dedication.



Rob Ozanne

COLLIE COALFIELDS 500

BY PAUL BARTLETT



Regularity Group 2 (N) cars charge through the esses (GH)

The Coalfields 500 has been run for 2017 and by all reports from both race and regularity competitors and officials it was a highly enjoyable and well run event. The Coalfields 500 was a round of the CAMS State Championships for four race categories as well as the usual Historic and Modern Regularity categories. The event entries got off to a bit of a shaky start due to a delay in finalising the event permit details with CAMS which led to the cancellation



Ivan Michelsen (MGC GT) with Phillip Moore (Ford GT40 Replica)

of the Enduro and Relay events. However, by the closing date we had received entries from 120 competitors, roughly 60 race and 60 regularity. This makes the Coalfields 500 the second biggest event run by the VSCC this year and a credit to all those involved. As a point of note, the majority of the Regularity entrants got to complete between 50 and 60 laps over the weekend!

The Saturday greeted competitors with a very cold and frosty morning and it was difficult to see many parts of the track from the pits due to fog. But by the time proceedings got underway the fog had lifted to an slightly overcast but fine day. The day's events ran like clockwork with only one event red flagged due to the broken down vehicle being stopped close to the driving line. The square riggers got proceedings underway with a spirited and willing field of 12 cars and they looked like they were enjoying the challenges of the open circuit. The group N guys were out next and the three Mustangs of Roskell, Joncevski and Michelsen put on a great show for the crowd. The next group was MOPQR which included a mixture of rear engine race cars and front engine clubbies. Group 4 consisted of 22 entries with a mixture of Modern and Group S cars with David Moir in his Porsche 944 enjoying some spirited competition with the modern BMW's.

It was a shame that there were not a few more brave souls to sit out the in the cool evening air and enjoy the BBQ cooked by Larry Coyle and Mike from MSW. They would however have



Garry Utterson's V8 Torana is chased hard by Colin Dinis's XU1 (GH)



Peter Pelham's 260Z chases Phillip Moore's GT40 Replica and Greg Nicholas's Lotus Excel

witnessed a strange phenomenon on the track that evening as a number of people were sure they spotted headlights travelling the wrong way on circuit down the back straight. All was revealed a few moments later when a set of headlights appeared at the pit exit entering the pits the wrong way. Out of the darkness appeared a black Porsche number 60 (driver's name is withheld as he

probably has been embarrassed enough already, but you know who we mean!). It seems the driver got lost when exiting the circuit to drive back to Collie and took a right turn instead of a left.

Sunday morning, and the competitors were greeted with perfect weather and the promise of some great competition. Once again the events ran pretty well to schedule although we did have a couple of Red Flags with one brought about by a Formula Vee making head on

contact with the tyre barrier. Thankfully, the driver was only shook up and checked out OK by the medics at the Medical Centre. The day did start to take its toll on a number of vehicles with Rod Quinn's Alfa losing an oil filter which promptly dumped a large amount of oil on the track just outside the pits exit. A team of officials including Ken Tonge, James Boyes and even driver Ken



Terry van de Wyngaard's Datsun 1600 and Chris Malone's Escort RS2000 lead a bevy of smaller engined cars in Group 2 (GH)

Lyon set to work with brooms and cement dust to clean up the mess. Peter Pelham and Andrew Murdoch had an unfortunate coming together at the chicane which resulted in some unexpected repair bills. Phil Sheppard also had some problems with his fabulous E

Type losing a fan belt and forcing his retirement for the rest of the day. The full day of events ended on schedule with trophies presented by Rob Ozanne. The overall Regularity group winners for the two days of competition were Mike Sherrell, Tony Michelsen, Alan Guelfi, and Tony Brett.

A very pleasing thing to see at Collie was a number of new officials who provided their time to assist with the running of the event.



The Toranas of Jim Falconer, Garry Utterson and Colin Dinis lead the Group 2 field (GH)

A big thank you to Larry Coyle on Grid Marshal duties and Brian Eyre as Assistant Starter.

I have received many messages of congratulations for a fantastic event but all credit for this must go to the officials who kept both days running smoothly. Thanks to Dani, Jack, Sheryl, Samantha, Joy, Craig, James, Danii, Ken, Rob M and the many others whose names have not been mentioned.

Remember to mark September 29 and 30 into your calendar for next year as the Coalfields 500 will be run on the new extended circuit and, by the looks of construction works to date, it will be a fast, fantastic and challenging circuit.



Bruce Jones exercises his Ford Clubman

Collie Coalfields 500 Gallery 2017 by Graeme Howie

Graeme of Sport Pixx Sport Photography is a professional photographer and allows us to use the photographs in *Vintage Metal* on condition that we do not supply them to any third party.

His photos on pages 18-19 are marked (GH).

For copies of Graeme's photographs, contact him at graeme@sportpixx.com.au. To discover what photographs are available, search Graeme's web site at www.sportpixx.com.au and follow the instructions.



The Coalfields 500 meeting hosted a round of 2017 CAMS WA Formula Vee Championships



Geoffrey Metzke's 2-litre Escort leads Graeme Robson's 1.3-litre Renault R8 Gordini



Phillip Moore's GT40 Replica and Allan Guelfi's Porsche Carrera lead the way



The Laurie Lapsley (8) and Mike Gallagher Jaguars bracket Cortina and Volvo



Mike Sherrell's MG TC and Christopher Mackintosh's Bartlett Special face off



Mark Duder's Alpine A110 leads Roy Prout's venerable FJ Holden



Simon Fry's Austin Seven Special leads Hugh Fryer's less extreme Seven Special



John Morrow's 911 leads David Moir's 944 Turbo in a Porsche duel



Tony Michelsen's Regularity winning Mustang with the Toranas of Utterson and Falconer



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ALL-HISTORIC RACING WAKEFIELD PARK SEPTEMBER 24 2017



The Wakefield Park control tower with the dummy grid in the foreground

protected by a concrete barrier wall. This event, run over the Saturday and Sunday, open to only pre-1963 Period 3 and older bikes and sidecars as well as pre-1961 and older racing and sports cars, was to celebrate the 41st anniversary of the first Australian All-Historic meeting at Amaroo Park Raceway in 1976, and was the second of its kind. Amaroo Raceway no longer exists having been swallowed by urban development.

There were 59 solo bikes entered, divided into 3 groups:- P3,500cc/unlimited; 125,250,350, Class C (running handicap); "Ride" group, and 8 sidecar outfits, mainly Triumphs.

The solos ranged from 1926 Indian Altoona



Steven Byrnes' 1948 MG TC Special. 1400 cc and a very streamlined TC.

Wakefield Park, a cute little track, carved into the side of a hill in farming country a few kilometres outside of Goulburn NSW, is owned and operated by the Benalla Auto Club Group. Goulburn is about halfway between Canberra and Sydney on the Hume Highway. Such is the layout that virtually the whole 10 corner track can be seen from the pit/spectator area on the main straight at the lower end of the hill. There are tyre barrier bundles separating the sections of track that wind up and down the hill, while the pits are



Kevyn Brown's 1915 brass radiator Ford Model T special. That looks suspiciously like an overhead valve conversion rocker cover peeking out from behind the radiator.

to a '63 Ducati Merza including a '28 Douglas IOM, a couple of pre-war Rudgets, a couple of post-war Bultacos, the usual Nortons, BSAs Triumphs, Matchless and even an AJS.

The programme listed 36 cars, divided into Pre-war and Post-war to do Regularity. The Pre-war ranged from a 1915 Ford T to a couple of '39 Dodge Specials, and included a brace of Bugattis, the usual MGs, a Mercedes Targa Florio Replica and an Armstrong-Siddeley, while the 16 Post-wars ranged from a '49 TC Special to several 1961 Elfin variants

while including mainly Australian Specials such as an Austin Lancer, a Cooper fitted with a supercharged BMW 600, a Ford 10, a Nota and a Milano GT.

The 49 Race entries were divided into 3 groups (apparently by expected speed), and ranged from a 1926 Talbot 700 GP to a 1962 Nalla Holden, and while some were undoubtedly original, most seemed to be Australian Specials and it would be a fair bet that they differed from their original log-book (if they ever had one). The event was insured by AASA of course, and one is left to ponder whether the CAMS policy of refusing race entry to non-log-booked post-war specials was in the best interests of Australian Motor Sport. Many of these cars appeared to be relatively recently built, or at least older chassis resurrected by the inclusion of more recent components. I wonder if such an event was offered here whether similar interest might be generated.

Cars of particular interest included Eldred Norman's other car – a 1955 Zephyr Special, constructed using war-time Jeep parts to get independent suspension, and with the engine



Graham Snape's Zephyr Special, built by Eldred Norman in 1955. It was so noisy that to meet today's noise restrictions it has a neat little muffler on each of the six exhaust stubs.



Ross Hodgson's beautiful 1934 Riley Donnington Special driven by David Shannon.

number of entrants from Victoria and SA. Some who have been regular attendees at Phillip Island said that they were seriously considering dropping the Island in favour of Winton and Wakefield as being better value for money, better pit facilities, less hassle, and far more relaxed in atmosphere.

Perhaps there are things for the VSCCWA to think about as we consider our future: what about Caversham as a track? Are we best to be CAMS exclusive? Is there a future for Historic Racing?

Ross Oxwell.

lying over at 45° so that the exhaust sticks out the top. Incidentally, some of the South Aust brigade that had come across for the event reckon that the Double V8 is about ready to hit the track again. There was a 1959 Cooper chassis with a Porsche 1720cc engine hung on the back, a number of Austin A40 and A95 specials, several Lotus 11 variants/replicas, a PRAD 5, the last of the Buchanans, a Tomlinson MG Replica (complete with WA signage), several Notas, and a very lovely Riley Donnington Special.

The programme allowed for Practice and 2 events on the Saturday, with 3 events per group on the Sunday. There was a good

Side-on view of Kevyn Brown's Model T shows the the cylinder head is not the original.



WA SPECIAL TO BE AUCTIONED BY SHANNONS



1951 The Smith Special built in Welshpool WA especially for the Grand Prix event. Photo: Ken Devine.

A unique WA-built racing special is to be auctioned by Shannons on November 27, 2017.

Owned by Hobart car enthusiast Rodney Williams, it is his pride and joy. His car is not just rare, it's the only one in the world.

Hand-built for the 1951 Australian Grand Prix, the one-off machine was raced by its creator, Welshpool coach builder Harry Smith, in the 1950s.

After the AGP, it disappeared until 1970 when it was found rusting in a swamp in Western Australia.

Now restored to its former glory, Williams, 67, could not be more proud of his 1951 Smith Ford V8 Special. "It's completely hand-built, a one-off, very rare car," Williams said.

"It's the only one of its type in the world."

Its components are all Ford bits, including the side-valve 3.5-litre Ford Mercury V8 engine.

"It's very unique for its time because it has full independent suspension with coil springs," Williams said. "It was very revolutionary at the time.

"I would hate to put a dollar figure on how much it's worth."

However, the Ford Special is a handful on the track.

"It's a very difficult car to drive," Williams said after the car's post-restoration debut at Baskerville Raceway in October 2014.

Perhaps to steal a march on the fairly primitive specials common at the time, Smith split the front axle from the Ford donor car to create a swing axle independent front suspension. fabricated leading links led forward from under the chassis to locate the swinging half axles

fore and aft, the relative positions of the pivot points for the locating arm and half axle giving a semi-leading arm effect.

The rear suspension was also independent, with the drive taken from the Ford V8 differential by two universally jointed and spline half shafts. Trailing arms located the rear wheels. This put the roll centre of the rear suspension at ground level, while the roll centre at the front would probably be higher than

the wheel centres, a combination that almost certainly contributed to the difficult handling reported by Williams.



Rodney Williams at Baskerville Raceway in 2014 with the newly restored Smith V8 Special. Photo: Hobart Mercury.



A Shannons catalogue shot of the Smith V8 Special. the door is no longer welded shut.



The modified Ford differential with the half shaft running to the trailing arm mounted hub

At the Pre-AGP Mooliabeenie race meeting on Sunday February 25, 1951, the Smith V8 ran as a sports car (presumably with headlights) and finished fourth in the Sports Car Trophy handicap over 5 laps behind F Royal in a Vauxhall 30/98, J Metcalfe in a Citroën and Noel Aldous in an MG TC.

In the Grand Prix at Narrogin Harry started off the same handicap as the eventual scratch winner Warwick Pratley, but he only completed 13 of the scheduled 24 laps. As can be seen from the photograph, the car was stripped of the grill and headlights for the race and at least the passenger door was welded closed.

Although the AGP result might have been a disappointment for Harry, he did get 7 laps further

than Eldred Norman in the Double V8, who had been challenging for the lead early in the race. In fact, Graham Howard, in his Official 50-race History of the Australian Grand Prix, remarks that at one point there were four Ford V8 engines in the first three places.

Harry Smith doesn't show up much in race results after the Grand Prix. He finished third "stock car" in the 5-lap Stock Car Handicap/Sports Car Handicap (run concurrently) at the Northam Flying 50 meeting on April 14, 1952, driving a Peugeot but did not start in the Flying 50, having entered a Riley. At the Goomalling Speed Classic on June 1, 1953, Harry brought the Peugeot home third in the Closed Cars 3-lap Handicap. That was the last time Harry appeared in the results listed on Terry Walker's excellent web site.



Clockwise from left:
The V8 engine with Edelbrock heads;
Engine bay showing steering and front suspension;
Head on shot showing the grill, headlights and parking lights during restoration;
Right front during restoration.
Photos on this page from Rodney Williams.



JK&L SQUARE RIGGERS UPDATE



Careering Around the Collie 500

Dad and I arrived at approx 8.20 after a early morning start from Perth. After unloading and setting up much frivolity and joking ensued. What a great group the J K L boys are.

After a drivers briefing I put dad in the car (Trevor Eastwood's MG TC racer).

For practice and after a steady start he soon got used to the car and after a couple of adjustments he was in amongst the fun. I had a couple of drives on both days, the first at a brisk pace, but soon discovered most of the fun was to be had in amongst the pack.

Simon Fry had his new supercharged Austin 7 flying and he was dicing in the pack too. Nice to see the car sorted and running reliably all weekend. The Bartlett, Sampson and Mike Sherrell in his Supercharged TC were humming along nicely up the front for most of the weekend with Barry, Christopher and Mike having fun until the Salmson stripped a timing gear.

Kevin McMahon and Ken Scrivenor were swapping positions all weekend at the back of the grid and Hugh Fryer was swapping positions with everyone making sure we all had someone to run with. We had an interesting start on Sunday with what must have been an Italian oil tanker tacked on to the end of our field (not one of our old cars) the ensuing oil slick it dropped exiting pit lane caused an instant red flag and we were all directed back to pit lane while it was being cleaned up.



Christopher and Barry Mackintosh get stuck into fettling the Bartlett Special



Ian and Simon (in car) Fry with their Austin Seven Special

Much frivolity and joking was made of the fact it was not our old cars leaking oil as usually implied. We had seven cars in our grid, we had a couple drop out unavoidably and I have to thank Paul Bartlett for accomodating us and keeping our field for the older cars. The Collie circuit really suits our old cars and we must work to get more of us there next year. Our crew all had a great time and are looking forward to our next event.

Heza Henry's Cousin Bryan



Kevin McMahon (9) in the MG YK3 lines up behind Simon Fry (Austin Seven Special), Ken Scrivenor (MG TC Special), Mike Sherrell (MG TC), Hugh Fryer (Austin Seven), Christopher Mackintosh (Bartlett Special) and Barry Mackintosh (Salmson).



1926 Salmson, 1927 Salmson Bartlett Special and the Fry family Austin Seven Special in the Collie paddock



Simon Fry and Ken Scrivenor ready to go in the Austin Seven and MG TC Specials

The Days When...

Some would say that the JKL Squareriggers are cars from the days when drivers were fat and tyres were skinny. Others would put it differently, saying that it was the days when sex was safe and motor racing was dangerous.

Either way, our JKL Squarerigger drivers keep in mind that their cars don't have the safety features of more modern models and concentrate on having fun safely on their skinny tyres. On the subjects of safe sex and fat drivers, no comment is offered.

COLLECTOR'S BOOK REVIEW: DINO: THE LITTLE FERRARI BY DOUG NYE

This is a collector's book, originally published in 1979 and re-released in 2004. It is now well and truly out of print, but probably available from specialist outlets at a premium price, although Amazon does list used copies in both the UK and the USA. This review is of the 2004 edition, which I purchased from The Pitstop Bookshop here in Perth some years ago. The Pitstop price tag is still stuck on the back cover!

DINO THE LITTLE FERRARI

V6 AND V8 RACING AND ROAD CARS - 1957 TO 1979



DOUG NYE

One of my pet hates is writers about historic motor racing who get it wrong! With Doug Nye this is never a problem and this book is a typically well researched book by Mr Nye.

Whatever you want to know about the development and in period racing of Ferrari Dinosaurs is in this book. It also covers the road cars, which were initially badged as Dinosaurs with no Ferrari badging anywhere on the cars. Period road tests provide a contemporary view of the road cars.

The Dino name comes from Enzo Ferrari's son, born in 1932, and named Alfredo after his late uncle. As Nye tells us, this inevitably became Alfredino then Dino for short. Tragically for the Ferrari family, Dino suffered from muscular dystrophy and died at only 24 in June 1956.

However, Dino had been involved in discussions with his father and engineer Vittorio Jano over suitable engine layouts for the new 1.5-litre Formula 2, due to come into effect in 1957. The resulting 65° V6 engines were named after Dino, the likeable young man who died too soon.

Jano started out with a conventional 60° between the cylinder banks, but increased it to 65° to make more room for inlet manifolding. Nye takes us through the birth of the new engine and its enlargement to 2.4 and even 2.5 litres for Formula 1. Mike Hawthorn won his 1958 World Drivers Championship sitting behind a Dino V6.

By 1961, even Ferrari had to admit that the cart should be put before the horse and the Dino V6, now back to 1.5 litres, was part of the Ferrari success in that year, when Phil Hill became champion, this time sitting in front of a Dino V6.

DINO THE LITTLE FERRARI



A young "Dino" Ferrari, son of the world famous multi-millionaire Enzo Ferrari, died in 1956 at the age of 24 after a series of health problems. In a fitting tribute to his son's spirit and passion for auto racing, Enzo is the of V6, and later V8 engines bearing his name as "Dino."

This is the story of how one of the world's most successful auto manufacturers gained victory on the racetrack and sports fields. In *DINO: THE LITTLE FERRARI*, automotive journalist and author Doug Nye tells the fascinating story of the engine and the race cars that carried it.



MOTORBOOKS





Variations on the Dino theme included the 120° V6 Formula 1 engine, but the other developments all retained the 65° included angle. Dino engines turned up in all sorts of sports cars and even the Dino 246 Tasman car for John Surtees that he never drove in the Tasman races after his huge crash in his Lola T70 at Mosport in 1965. Surtees said later that the Dino 246 was the ideal car for the first year of 3-litre Formula 1 in 1966, when Enzo Ferrari insisted on using the 3-litre V12 cars that were heavy and not fast enough.

Nye covers the use of the Dino V6s in front and rear engined sports cars, some successful, others not quite. It was a Dino V6 that took Scarfiotti to the European Mountain Championship in the Dino 206S. The 2-litre sports car was less successful in circuit racing.

The V12 engines were more successful in endurance racing, but any fan of the Goodwood Revival Race Meetings will remember how quick the front-engine Dino 246 sports car was — and still is.

A second generation Dino 246 Tasman car was competitive for Chris Amon down under in 1968 and took him to the 1969 Tasman Championship. Graeme Lawrence was very successful in the ex-Amon car for some years afterward.

Nye then takes us through the further development of Dino sports racing and road cars with V8 engines developed from the Dino V6.

When Lancia needed a new rally car, they looked to stablemate Ferrari for an engine and the remarkable Lancia Stratos was powered by Dino V6. Nye covers the rally and race history of the Stratos. Ferraris were also rallied, but not as successfully as the Stratos. Nonetheless, Nye covers the rallying exploits of sundry Dino powered Ferraris.



The Dino powered Fiat sports cars that were developed to allow Ferrari to use the Dino engine in Formula 2 are also described in this complete history of the Dino.

On the road car side, the beautiful little Dino 206 and 246 cars are still loved by thousands of owners and would-be owners world wide. The later Dino 308 models are all part of the Dino story and are fully covered in the book.

It is a measure of the popularity of this book that, while it was first published in 1979 by Osprey Publishing, it was republished by Motorbooks International in 2004 and sold in huge numbers across the world.

Now out of print, *Dino: The Little Ferrari* is available secondhand through specialist suppliers or even from Amazon. If you want to know all about the Dino Ferraris in detail that even includes the bore and stroke of each variation on the theme, then you should chase a copy through the internet or your favourite specialist bookshop. You won't regret it.

Now out of print, *Dino: The Little Ferrari* is available secondhand through specialist suppliers or even from Amazon. If you want to know all about the Dino Ferraris in detail that even includes the bore and stroke of each variation on the theme, then you should chase a copy through the internet or your favourite specialist bookshop. You won't regret it.

Bob Campbell

FOR SALE – 1971 MGB roadster

She has done only 86000 miles and very few of those over the last 15 years.



She was reportedly raced at Wanneroo race track some time ago (maybe 20+ years) and is turbo charged.

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