

October 2017

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VINTAGE METAL

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

www.vscwa.com.au

Next General Meeting: Monday 2nd October 2017



Whittakers Hill

IN THIS ISSUE



Dad's Army Morning Tea



Chrysler Norseman



Book Review



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FROM THE PRESIDENT

Hi Folks.

It's been an interesting week. A power surge cooked my computer, fried the hard drives and the data wasn't recoverable. In case you ask, yes, I had a surge protector and I back up my data on a remote hard drive. The problem was a lack of discipline on my part in not making this a weekly task. The last back up was at the end of July. I hope my failing in this regard will serve as a lesson to all. Purchasing a new computer and coming to grips with an updated operating system hasn't been fun.

Enough of the personal stuff.

The Annual General Meeting is only five weeks away. Nominations for the Management Committee (MC) close on October 16th. Over the coming year the MC will be dealing with complex issues that will determine the future of the VSCC: issues such as taking on the lease of a race track, the ownership of a clubhouse and the restructuring of the way we organise our events. If you have strong views about the future of our Club and want to make a contribution I urge you to nominate for Committee.

The MC has finished revising the new proposed Club Constitution. Mike Upton has put a copy on the VSCC website for members to review. There are two ways you can communicate any concerns you may have or changes you would recommend to the MC: one is by email, the other is in discussion at the October and November General Meetings. Under the rules of our current Constitution the procedure for adopting a new Constitution can be done at an ordinary General Meeting with the approval of seven-eighths of the members present. This will not be put to the vote until the members have had ample opportunity to discuss and review the proposed new Constitution.

Just a reminder, if you haven't paid your membership fees (which were due on June 30th) by the end of September, reluctantly, we will assume you are not renewing and you will no longer receive a copy of Vintage Metal. If you are having difficulty paying, ring Sheryl or me and we can make a confidential, alternative arrangement. We don't want to lose valued members.

By the time you read this, members of the MC will have met with representatives from both the WA Planning Commission and Rita Safiotti's office at Caversham to discuss the future of our present Club House. Since Peet and Co won the contract to develop the housing estate on the western half of Brabham we have become aware our future in the building is uncertain. We are hoping this meeting will throw some light on the Government's intentions.

Preparations for the Coalfields 500, on September 30th and October 1st, are well advanced. We have over 80 entries and it's shaping up to be a great event, thanks to the herculean efforts of Paul Bartlett and his team. For the past five years Paul has worked tirelessly organizing our competitions. He has chaired the Competition Committee for two years and his efficiency, energy and enthusiasm has resulted in very successful events for the VSCC. Unfortunately for us Paul will be standing down from that role at the end of this year. He will be a hard act to follow. If you see yourself in this role, call me.

Ed Farrar and Len Kidd have organised a great social outing for the Club on the 15th of October. Check out the details in this edition.

That's my lot for this month. I hope to catch up with you at Collie or at Sandalford Winery as part of the "Entwined in the Valley" celebration.

Drive safely.



Rob Ozanne

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

Minutes of General Meeting

Held at the clubrooms, Caversham, 4 September 2017

1. Meeting opened: 8:07 pm

2. Apologies: Michael Broughton, Mike Upton, Mark Jones.

3. New Members and Guests: nil

4. Adoption of minutes of June meeting

Moved: David Moir

Seconded: Paul Wilkins

Carried

5. Business arising: Paul Wilkins has in progress a proposal and costing to renovate clubrooms and develop a Men's Shed Program.

6. Treasurer's Report: Sheryl Swarbrick reported for Evan Edwards that the current balances are:

Members can obtain account balances from Evan Edwards.

Moved: David Moir

Seconded: Craig Bradtke

Carried

7. Secretary's report:

Correspondence In:

1. VSCCQ – newsletter
2. Shire of Northam – outstanding acquittal for NMSF 2017 (PB)
3. DoT – rego renewal for trailer (EE & SS)
4. Delmedia & Design – invoice for membership cards (EE & SS)
5. Returned newsletters: (SS)
 - a. Paul Blank
 - b. Brian Searles
 - c. Shannons
 - d. CAMS
 - e. Gerard Luscombe
 - f. Daniel Taylor
6. State Library – August Vintage Metal (SS)
7. Westpac – statement for cash reserve account (SS)
8. Telstra – changes to phone account (DM)
9. Vicki Clark – thumb drive (PB)
10. Officeworks – invoice (EE & SS)
11. Officeworks – changes to account card (SS, RO & VC)
12. CMC – advice on voting rights for junior, senior, honorary and life members (MC members)
13. Tourism WA – arrangements for Albany Classic 2018 (PB)
14. Westnet – receipt for payment (EE & SS)
15. CMC – minutes of general meeting (GW)
16. CMC – minutes of AGM (GW)
17. Quickmail – invoice for Vintage Metal (EE & SS)
18. Rift Valley Resources – invoice for \$789 – scam?

19. Paul Blank – Classic Cars & Coffee (BC)
20. Paul Blank – BritFest on 29 Oct (BC)
21. Tourism WA – Regional Events Scheme arrangements for Albany Classic 2018 (PB)
22. VCCQ – magazine (BC & MJ)
23. Ross Lowe – change of address (SS)
24. Rare Spares – loyalty statement (RF)
25. York Veteran Car Club – Avon Valley Classic Rally 8 Oct (BC)
26. Telstra – invoice (EE & SS)

Correspondence Out:

1. Albany & Regional Volunteer Service – certificate of insurance

Moved: David Moir **Seconded:** Ed Farrar **Carried**

8. President's Report: Rob Ozanne reported:

- **Annual General Meeting** – reminder that the AGM is on 6 November; nominations for the Management Committee close on 16 October; it is very important that we gain a nomination for the position of Treasurer.
- **Planning**
 - i. planning is underway for next year's major events at Northam and Albany;
 - ii. the Management Committee is preparing amendments to the constitution which will be brought before the membership later in the year;
 - iii. the Management Committee is also looking at the club's vision statement to set the direction for projects such as the Caversham circuit and the clubrooms and to clarify the club's purpose in the regularity vs. racing debate.
- **Thanks to:**
 - i. Paul Bartlett for finishing the large task of acquittals and financial reports for the 2017 Albany Classic;
 - ii. Craig Bradtke for organising the CAMS Officials Training Course;
 - iii. Paul Bartlett, Craig Bradtke and Tom Benson for organising the Collie Coalfields 500;
 - iv. Ron Fabry and Graeme Whitehead for their consistent work with administration of the clubrooms, Dad's Army and Workshop Saturdays;
 - v. Sheryl Swarbrick for her work on the acquittals process and the new membership tags; and
 - vi. Michael Broughton for paying for the new membership tags.
- **Reminder:** that memberships were due on 30 June and to date, 93 members have not renewed.

9. State of Play Reports:

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

Collie Coalfields 500

- i. There will be no hillclimb due to construction work on the track extension;
- ii. There will be a Regularity Relay event on the Saturday afternoon and a two-hour endurance race on the Sunday afternoon;

- iii. Only 40 entries had been received to date; entries close for Regularity on Friday 8 September;
- iv. Scrutiny has been moved forward by one week to Saturday 16 September.
- **Vintage Stampede**
 - i. Will use the CAMS on-line entry system;
 - ii. There is the possibility of a hillclimb at Jack's Hill on the same day.
- **Log Books** – reminder to apply for a VSCC log book as they will be compulsory from 2018.
- b) **Workshop:** Ron Fabry reported that:
 - There had been another power failure at the Clubrooms but this has been fixed;
 - Good progress has been made on the Caversham Car;
 - A visit to the Fiore workshop is planned for 13 September.
- c) **Library:** nil
- d) **Social:** Len Kidd reported that:
 - The *Vintage in the Valley* run will be held on 15 October comprising:
 - i. a gathering of cars at Sandalford Winery on the Sunday morning;
 - ii. a parade around the Swan Valley concluding at Sandalford for lunch;
 - iii. a short drive to the clubrooms for afternoon tea; and
 - iv. a possible tour of the Caversham circuit.
- e) **Regalia:** Ivan Okey reported that:
 - Some old stock was available at reduced prices:
 - i. white T-shirts;
 - ii. black and green polo shirts;
 - iii. stubby holders; and
 - iv. caps.
 - Spinnaker spray jackets with VSCC logos are available @ \$45 - \$50 each by order only and will be available within 4 to 6 weeks.
- f) **Caversham:** Rob Ozanne reported that:
 - He had recently met with Minister Saffioti;
 - Lou Symes was working with the Dept. of Planning on the lease application for the ribbon of the D Circuit;
 - He is seeking information on the Brabham development and planned to meet with the Planning Minister, Alannah MacTiernan.
- 10. **General Business:**
 - Ed Farrar reported that the JKL Group had met at Trevor Eastwood's workshop on 27 August.
 - Craig Bradtke suggested that the club arranges a tour of the Caversham circuit so that members can understand the scale of work required to bring it up to standard.
 - **Supper:**
 - i. **October:** Ivan Michelson
 - ii. **November:** Bert van Zuylen
 - Bert van Zuylen suggested that there be some discussion on the club's goals to clarify the club's direction and priorities

- Ivan Michelson spoke on his experience attending the Winton Historic meeting.
- 11. Guest speaker** – Julian O’Hara spoke about history of the Ford GT40 and the construction of his replica which was on display at the meeting.
 - 12. Next Meeting:** Monday 2 October.
 - 13. Meeting Closed:** 9:25 pm

VSCC OF WA CALENDAR 2016/2017

September

30 Collie Coalfields 500

October

1 Collie Coalfields 500 (Club Regularity Championship Rd 3, State Historic Regularity Championship, State Historic Race Championship)

2 General Meeting

7 Workshop Saturday

10 Club Management Committee

11 Copy Deadline November *Vintage Metal*

15 Vintage in the Valley (see page 10)

16 Competition Group

24 Dad’s Army Working Bee

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

New Club Constitution

A copy of the revised Club Constitution has been uploaded to the club web site. Please read it and pass any comments to the committee.

Nominations for VSCC Committee

As announced in the previous issue of *Vintage Metal*, the Annual General Meeting of the VSCC of WA and election of officers for 2017-2018 is to be held on November 6. Nominations for election to the committee close on Monday October 16 and a nomination form can be found on pages 16 and 17 of this issue.

It is imperative that a nominee for Treasurer be found as the interim Treasurer, Evan Edwards, intends to step down at the AGM. At least four nominations for committee membership are also required. Please give this matter urgent consideration and make your nominations using the form printed in this and the September issues of *Vintage Metal* or available to download from our web site, www.vscywa.com.au.

Street Racing F1 Style

I was looking through the feature stories on F1 web site *pitpass.com*, when I found a story by Max Noble about round the houses F1 racing. On the subject of the Monaco Grand Prix he said: "Monaco must be the most famous street circuit of all racing history. And the cars have been too powerful for those tiny streets since, oh, only around 1957. So it's only been sixty years of over powered cars and limited overtaking."

From that I guess we are to accept that the 1937 Mercedes-Benz W125 — with a 5.66-litre straight eight engine developing 646 bhp (a little over 480 kW if you must) driving through 7-inch wide rear tyres (7.00 by

19, 22 or 24) in a car weighing less than 1150 kg fully

fuelled and including the driver — was not over powered? Over powered or not the W125s soundly defeated the Type C Auto Unions with their 600 bhp, 6-litre V16 engines.

While the W125 was relatively civilised with wishbone front suspension and de Dion rear suspension, the rear-engined Auto Union had trailing arm front suspension and swing axles at the rear, which made it quite a handful. Imagine a stretched Formula Vee with

a dirty great V16 engine in the back and a massive fuel tank between the driver and engine. Add larger brakes and wheels with the aforesaid 7-inch wide rear tyres, and you have an Auto Union Type C.



The all conquering Mercedes-Benz W125. Painting by Robin Falconer



The mighty Auto Union Type C. Painting by Robin Falconer

Bob Campbell

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

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SHOULD YOU HAVE ANY QUESTIONS PLEASE CALL 0417 673 065

VSCC NEWS

Vintage in the Valley

Vintage in the Valley will be run in conjunction with the City of Swan's *Entwined in the Valley*.

The event will commence at Sandalford Winery on the 15th of October.

the VSCC welcomes all members and families to a wonderful springtime in the valley drive along the popular West Swan Road and Great Northern Highway winery loop (approximate distance 33km).

All road registered Vintage and Post Vintage cars should assemble at Sandalford Winery at 9.00am for a 9.30 departure .

The parade of VSCC cars will commence in a clockwise direction from Sandalford Winery on to West Swan Road (crossing over Reid Hwy) until turning right into Great Northern Highway and right again into Reid Highway, where you can continue the loop or turn left off Reid Hwy at West Swan Rd and return to Sandalford Winery.

If something of interest appeals to you while on the loop, please feel free to stop off and enjoy a look around.

All vehicles will reassemble at Sandalford Winery from 11.00 am through to 1.00pm. The assembly of vehicles will allow the public to come along and admire the diverse nature of our collection of motoring history within the VSCC of WA.

While parked at Sandalford for the 2 hours, coffee will be available for purchase from a mobile vendor and it is a great opportunity for a picnic on the lawn.

Owners of unregistered cars are encouraged to trailer them to Sandalford Winery to be included in the 2 hour display.

We depart Sandalford at 1.00pm for the VSCC clubrooms where music and refreshments will be made available.

Historic Racing Technology

A few issues back we had a story about Historic Racing Technology magazine after David Moir found a copy at his local newsagent. David has been working at trying to get more information about the magazine and the email he received from the publisher had a link to a free issue of the magazine, the summer 2017 issue, which is a fascinating read. The link goes to: <http://edition.pagesuite-professional.co.uk/launch.aspx?pbid=2d9799cf-9368-49f7-aa44-c4d72391a4de> or you can email David or the editor (emails on the inside front cover) and we'll send you the link.

The advertisement opposite explains the club members' discounts you can obtain by quoting the codes shown for Historic Racing Technology or its sister publications Race Tech and Track Car Performance.

The free issue describes a wild Mk II Escort rally car (no, you couldn't run it at Albany), the range of Maserati racing engines used in historic races and a modern development of the Crossle FF car plus lots of news from the UK historic scene. Have a look.



Rob Ozanne, Len Kidd, Ron Fabry and Ed Farrar with their cars at Sandalford Winery

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VSCC NEWS CONTINUED

Guest Speakers

The guest speakers at the October meeting will be Dr Pauline Joseph of Curtin University and her PhD student, Beata Dawson.

Beata has researched the history of the Percy Markham Collection of vintage and veteran cars that was virtually donated to the Western Australian Museum and the people of Western Australia in 1969. The story of the collection and the controversy over the sale of part of the collection by the WA Government are both covered in some detail on Beata's web site at <http://beata-dawson.site/test.html>.

The presentation at the clubrooms during the general meeting on October 2nd should be completely fascinating.



The late John Markham at the wheel of the 1913 Nazzaro that remained with the family until shortly before John's death

Car of the Month



Warren Hope and Lisa Skrypichayko's beautiful cyan blue 1973 Torana GTR XU-1 that will be on show at the October general meeting

Craig Bradtke has organised the car of the month for the October general meeting. It will be Warren Hope and Lisa Skrypichayko's beautiful cyan blue Torana GTR XU-1 dating from April 1973.

Warren and Lisa first owned a Torana back in 1986 and have owned this beauty for seven years. They are members of the GTR Torana XU1 Car Club of WA and have owned several GTR and XU-1 Toranas over the past couple of decades. Over that time they have built up a wide knowledge of the variations between models and years, some of which they will be passing on at the meeting.

Wiener Tulipan, who raced an XU-1 in many eastern states events back in the heyday of the model using what Craig calls "real engines", supplied by Harry Firth. Wiener also did a lot of the driving for Holden advertisements.

Colin Dinis, the 2016 Group NC Regularity Championship winner and VSCC member, will also have his car on show. It should be a good night.

Finding the VSCC Club House

For those who are unfamiliar with the Club House, it is located off Harrow Road, Caversham. The turn-off is on the right, about one kilometre west along Harrow Road from West Swan Road (just past the ess-bend in Harrow Road). Look for the VSCC sign that is at the turn-off. Note: at night this is hard to see due to the lack of street lighting, so go slow!

For details of how to find the Club House, go to the VSCC web site: www.vscwa.com.au.

DAD'S ARMY NEWS

Dad's Army Collection and Workshop Tour



Angelo Fiora describes the car and vintage machinery collection to the visitors

The range of machinery in the Fiora showroom is quite amazing. Several VSCC members identified machinery similar to machines they had used during their careers. Lance Barrett even found a machine he thought he might use in his business! Check the Fiora web site at www.fioramachinery.com.au for information or to



Mick Fiora (centre) tells the story of the Jaguar to (l-r) Bob Jones, Phil Bolden, Bruce Jones and Kevin Dorn



The remarkable tool kit tucked into the boot lid of the Jaguar Mark IV

Following up on the success of the Christmas in July function at the Railway Historical Society's Rail Heritage WA Museum in Bassendean, it was decided to introduce more frequent gatherings of interested VSCC members at suitable venues.

The first of these was held at Fiora Metal Products in Cannington on September 13 and was attended by about 20 members and friends. It wasn't clear who enjoyed the event more, the attendees or Mick and Angelo Fiora, who dashed about, showing off their collection of classic Jaguars, Austin Sevens and even a Swallow Dorette!



Mick's magnificent Jaguar XK150S

download a catalogue.

The visitors clustered around while Mick described how he got into building miniature steam locomotives, of which there were two on show, and custom motor tricycles. There were several trikes to see plus samples of the trike chassis that Fiora

supplies to DIY trike builders. A partly built

prototype of a trike powered by a GM LS3 V8 with automatic transmission and narrowed Jaguar rear suspension attracted a lot of attention.

Highlights of the classic car



Ron Fabry (centre) thanks Mick (left) and Angelo (right), who is holding the wine and VSCC badge that Ron presented to the Fiora brothers



One of Mick's locos with Bruce Jones, Barry Mackintosh and Lance Barrett looking at a trike chassis behind

collection were a glorious black Jaguar XK150S, an immaculate Jaguar Mark IV 3½-litre sedan and a rare Swallow Doretti sports, although the assortment of Austin Sevens attracted lots of attention as well.

After a couple of hours filled with morning tea followed by fascinating machinery, Ron Fabry presented the brothers with two bottles of wine and a VSCC metal badge as a token of our appreciation. The group then dispersed with eight of them retiring to the Carlisle Hotel for an excellent though inexpensive lunch to round off the day.

Caversham Car Progress

The Caversham Car is approaching completion, with Dad's Army working away at the final details. It is a good time to look back at how the project started.



1

This car's body was built in 1957 and then fitted to a Austin A40 chassis and running gear. These bodies were built in the late 1950s by Pinner



2

Plastics in Gosnells Western Australia. The two owners of Pinner Plastics were Ray Harris and Ken Jones. They made seven bodies in all.



3

The people who bought these bodies would fit them to whatever car chassis they had.

The bodies were sold by Pinner Plastics direct and by Oliver Strang Motors in Albany Highway Victoria Park.



4



5

The Vintage Sports Car Club of WA bought this car from Graeme Cocks in April 2012. He had had the car stored in York since 2000. The VSCC purchased the car as a Club Project for members and volunteers to rebuild it back to its former glory. Over the five and a half years since



6



7

then we have had more than 30 volunteers work on the car and more than 50 companies and people donate items for the car. The accompanying photographs are numbered at the top left:

(1) An Austin A40 donated to the project by Ken Devine with (l-r) Ken, Ron Fabry, Robin Ferguson-Stewart.



8

(2) The chassis in York with Robin Ferguson-Stewart, Ivan Michelsen and Ron Fabry.



9

(3) The body shell in York with Ivan, Ron and Robin.

(4) The chassis and body loaded on to a trailer behind Robin's ute.

(5) Ian Fry looks on as Terry Le May checks an A40 engine.

(6) Brad Peters looks at the steering linkage while Ron Fabry uses the high pressure cleaner and Graeme Whitehead tries to stay dry.

(7) The body set on a chassis in the Caversham workshop, with (l-r) Charlie Irwin, Ron Fabry, Syd Sunter-Smith, Brad Peters, Graeme Whitehead, unidentified, Jack Del Borello, Peter van der Struyf and Ivan Michelsen, with Robin Ferguson-Stewart in the car.

(8) Ivan Michelsen sits in the car while Ian Fry sorts out where the pedals should go.

(9) One of the Caversham cars at Caversham leading Stuart Kostera's Anglia and Roger Fielding's TR4.

(10) The engine, rebuilt with twin SUs and tubular exhaust and looking pretty in red, ready to be test run.



10

(11) The chassis cleaned up and painted.

(12) Ron Fabry, Charlie Irwin and Graeme Whitehead look on as Ivan Michelsen sits in the car.

Next Month: The Caversham Car as it is today.



11



12

DAD'S ARMY DATES - 2017

	WORKSHOP SATURDAY	WORKING BEE TUESDAY	DAD'S ARMY TUESDAY
OCTOBER	7	24	31
NOVEMBER	4	21	28
DECEMBER	2		19



Vintage Sports Car Club of WA Inc.



Nomination for Management Committee 2018

Nominations must be in writing and in the hands of the Secretary by 5:00 pm on 16 October 2017. The Annual General Meeting will be held at Caversham on Monday 6 November 2017 from 8:00 pm.

Nominations will be accepted for the positions of Treasurer and Committee Member.

Proposer (name): Signature.....

Seconder (name): Signature.....

I wish to nominate.....

for the position of.....

Nominee's declaration:

I, (name of nominee) declare that I can truthfully answer No to all the following questions:

1. Are you an undischarged bankrupt or are your affairs being managed under insolvency laws?
2. Have you been convicted of an indictable offence in relation to the formation or management of a body corporate in the last five years?
3. Have you been convicted of an offence involving fraud or dishonesty punishable by at least one month's imprisonment in the last five years?
4. Have you been convicted of an offence under the *Associations Incorporation Act 2015* where you allowed an association to operate while insolvent in the last five years?

Note: Under the *Associations Incorporation Act 2015* a person is excluded from the committee (without special approval by the Commissioner of Consumer Protection) if they answer Yes to any of the above questions.

Nominee's signature:..... Date.....

Please forward the completed form to the Secretary, VSCC at admin@vscywa.com.au or 55 Newry St Floreat, WA 6014 by 5:00pm on 16 October 2017



WHITTAKERS HILL

WA'S FORGOTTEN HILLCLIMB

Whittakers Hill in 1995

BY BOB CAMPBELL

Back in 1995, when I was Editor of *Road Patrol* for the RAC of WA, I published the photograph below with a request for information.

The picture is of a stripped and modified Model A Ford driven by Ossie Cranston with Geoff Beale (known as “Boof” Beale) providing the ballast. The hill is the road to the old Whittakers Mill near North Dandalup and most of it is still in existence, which is more than can be said of the mill, which burnt down in 1944, or the small town that grew up by the mill, which was destroyed in the Dwellingup fire in 1961.

You can get to the hill by following the Del Park Road out of North Dandalup, the road to Dwellingup, and veering left on to the gravel road about 2 kilometres out of town. Back in 1995 it was no longer suitable for a speed hill climb course, although it could be used as a



Ossie Cranston and “Boof” Beale on Whittakers Hill

rally special stage. The day I went up there was just after heavy rain and the surface was badly rutted by the run off.

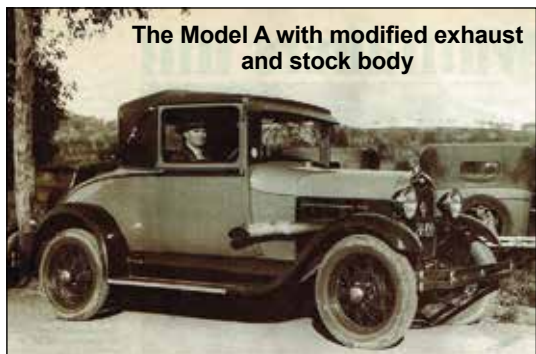
In the old days part of the road was duplicated and vehicles going up the road took the right hand track, which was less steep. Coming down you also forked right and descended the steeper track, in many cases with a large log dragging behind the car or truck to keep the speed down — the brakes were often not up to the task.

Many RAC members contacted me with information, including one lady rang to tell me that her father used to take a cow up the hill to his sister's place whenever the cow in residence ran dry. The truck couldn't make the climb with the cow on board, so they used to unload it at the bottom, walk the beast up the hill behind the truck and reload at the top.

Another caller told me of a huge black horse which roamed the woods at the top of the hill. It was race bred and nobody could catch it.

All in all, the information I received could have formed the basis for a small book.

Ossie's Fords



Ossie Cranston was quite a driver and well known to many VSCC of WA members for his many successes in various Ford specials in the years between the wars.

His first special was based on the Model T, he progressed to the Model A pictured here and then to the famous Ford V8s. His first V8 was the 1932 model, favourite of hotrodders in later years, but the most famous one started out as a 1935 model but was brought up to date the following year with the grill from a new 1936 car.

In the 1935/36 model Ossie recorded fastest time in the Centenary Grand Prix at Lobethal South Australia in 1936, proving that he was not just one of WA's quickest drivers, but could match it with the best in Australia. Ossie retired from racing in 1937, but continued to support the WA Sporting Car Club.



fitted with big bore pipes. In the accompanying pictures you can see (*continued on page 21*)



In his excellent book, *Around the Houses*, Terry Walker says: "For many years he was the "official driver" at Caversham and even Wanneroo Park, right into the 1970s, driving the stewards around the tracks for pre-race inspection — and not slowly!"

Ossie's trade mark was a huge exhaust system, and all of his specials were

CHRYSLER NORSEMAN ON ANDREA DORIA



IT'S 61 years since the tragic sinking of the SS Andrea Doria – and with it went the hopes of Chrysler to produce a car to rival the Corvette and Thunderbird.

Still smarting from the successes of its GM and Ford rivals in the early 1950s, Chrysler knew it had to produce something really special – and at company president Virgil Exner Jr's urging, came up with a coupe of striking design called the Norseman. The 2+2 fastback was a beauty, unlike anything else of its era and was the result of more than 50,000 hours on the drawing board.



Above and top: The outrageous Chrysler Norseman might never have reached production, but it would have starred at motor shows

When Exner was satisfied with the car, called Norseman because of his Norwegian heritage, the expertise of the Italian house of Ghia was then enlisted to turn the concept into reality in time for the 1957 auto show circuit.

It was structural challenge for Ghia that took 15 months to build. The Norseman had a unique cantilevered roof with a huge retractable rear window and it also housed the car's interior air vents. Also, there were no A-pillars. Instead, the roof was attached to a vast wraparound heat-treated glass windscreen, which became an integral part of the futuristic car's structure.

Other unusual features were concealed headlights and door handles, a full-width concave chrome grille, a thin bumper with parking lights in pods on either end and long, shallow rear fins. The powered front bucket seats could swivel to allow easier entry to the back, where there were two more powered bucket seats – and a pull-out writing desk. All were finished in leather with contrasting inserts and each pair of seats had a console with a

glovebox between them.

Under the bonnet was a Hemi V8 and the suspension was by torsion bars up front and leaf springs in the tail. Below the sleek coupe was a full underpan to improve its aerodynamics.

The finished product was loaded aboard the Andrea Doria, Italy's first grand ship produced after World War II – and named after the legendary admiral of the Genoese fleet in the 1500s. The car was said to have been placed in a wooden container in the ship's number 2 hold and on July 17, 1956, Andrea Doria set off from her home port of Genoa on the nine-day crossing to New York.



The listing SS Andrea Doria shortly before she sank on July 26, 1956.

It was to be her 51st crossing to the US. But on the night of July 25, 1956, she was struck by the Swedish ship MS Stockholm in heavy fog off the coast of Nantucket, Massachusetts, and sank 11 hours later. There was a severe death toll too, with 51 lives lost, 46 on the Andrea Doria, 5 on the Stockholm. Since the sinking, 16 divers have lost their lives diving on the wreck.

The top-heavy Andrea Doria had immediately listed to starboard, leaving half of its lifeboats unusable, but rapid response from other ships resulted in 1660 passengers and crew being rescued.

So the Chrysler Norseman was never seen by Virgil Exner or anyone else, barring the coachbuilders at Ghia and the few dockworkers who loaded it. The car was apparently never photographed in colour and the negatives of the few taken in monochrome

got lost.

There's little left of car and ship after more than six decades in about 50m of salt water.

Virgil Exner Jr was stunned by news of the disaster, but his ailing father, though disappointed by the loss of the car, thought it was great that it would become a part of world automotive folklore.

Andrea Doria, by contrast, has for centuries been part of Italian folklore. He was the first person in the world to discover how to sail against the wind and used his maritime expertise to fight off French, Spanish and Turkish pirates through the mid-1500s. He fought, and won, his last battle at sea at age 84, lived to be 90 and his surname remains one of the great family names of Italy.

(continued from page 19)

three stages in the development of the Model A, from a stock body with the big exhaust, through the stripped down version run at the hill climb to a streamlined, long tail version which he ran at Lake Perkollilli near Kalgoorlie, a popular motor racing venue before World War II.

Incidentally, the picture which started all this is marked as being from the 1929 hill climb, but Model A Ford Club member Kelvin Pepper called to say that the wheels in the picture are from a 1930 model, so the picture was almost certainly taken in that year.

The photograph that started the process was lurking in the RAC archives. The 1995 shot of the hill was taken by me. The extra pictures of the Model A are from the late Ossie Cranston's scrap book, then in the custody of Clem Dwyer, a past champion racing driver himself, who was taught by Ossie to ride a bicycle many years ago.

THE STATE OF THE SPORT

THE MARCH OF THE MILLENIALS

Millennials, born from 1977 to 1995, are having an increasing influence on the classic and historic car scene. How is this going to affect historic motorsport, dominated for many years by baby boomers?

For a start, they are interested in a newer group of cars than the traditional historic racers. In the USA millennials are responsible for pushing up auction prices of 1980s and 1990s SUVs, exotics and sports cars, the cars they lusted after through their school years and can now afford as they get into their forties.

A major insurer of collector cars in the US reports that boomers' enquiries have increased by 7.4%, pre-boomers' enquiries have dropped by 2% while millennials are up by 21%. A similar trend is probably evident in Australia, or soon will be.

Vintage Motorsport publisher Mike Silverman, in an article published in *Vintage Motorsport – The Year in Photos 2017* earlier this year suggested: “One snag that might impact the sport's future is that relatively few millennials know how to drive a manual transmission, standard kit on 99% of vintage race grids.” He went on to point out that “...only 18% of



Renault Alpine and Jaguar Mark 2

current drivers in the US know their way around a stick shift and clutch pedal, and just 5% of new vehicles [in the US] last year were so equipped.”

The march to automatic transmissions has happened in Australia. Since the early 1990s it wasn't possible to buy a base model Commodore or Falcon with a manual transmission. No fleet manager would order a manual transmission car, the excuse being that drivers were too hard on clutches. You could still get a manual shift in

the sportier models — XR6, XR8, S, SS and the like — but luxury and base models were generally automatic only.

A friend who was a dealer principal use to urge me to buy a car with “auto, air and steer”. I did buy a car from him and I did specify air conditioning, but the car had three pedals and a gear lever. It also had manual steering, but it was the last model from that manufacturer that didn't have power steering as standard. It had the ubiquitous vacuum booster on the brakes that I consider to be totally unnecessary on a car weighing less than a tonne, which this one was. The second new car I bought from him still had a manual transmission, but the brakes and steering were frighteningly light. Neither my wife nor myself could come to terms with it and we quickly sold it. Millennials accept such cars as the norm and I have read of a young person who wouldn't drive an Austin A30 because it lacked power assisted brakes and steering!

Another problem that Mike mentioned is the “win at any cost” mentality that is so evident in certain F1 drivers and probably contributes to the high collision rate in other classes of racing is beginning to show up in historic racing. There is an increasing incidence of drivers ignoring yellow flags or even waved red flags! I don't know whether this attitude has yet permeated Australian historic racing, but it is something the sport can do without.

A more immediate problem locally is the falling level of entries in some groups of historic cars. The JKL and squareriggers group has been working to increase its numbers, with some



Len Kidd's Porsche 911

success, but these cars, many dating back to before any of us were born, are not what will attract younger members to the club.

Most members of the VSCC are baby boomers, with some even older and a few who are younger. Some younger members are from the families of our older members and there are a few father-son or father-daughter partnerships at our events. However, not all family members are interested in following the older generation into these funny old cars.

When the club was founded in 1986, the cars from the early 1960s were only 20 to 25 years old. Go back a similar number of years from today and you find a vastly different group of old racing or street cars. Among the tintops, the 80s started off with Falcons, Commodores and Kev Bartlett's Camaro, but by the end of the decade there had been RX7s, Bluebirds, Sierras, BMWs and even turbocharged Volvos! That would liven up the regularities, but they might be a bit quick for Northam or Albany.

Similarly, in the open-wheeler and sports car fields, wings and slicks had developed into ground effects and the cars were much wider with minimal ground clearance. Again, not suitable for Northam or Albany.

By the early 90s there were new sports cars that would probably appeal to the millennials. The MX-5, MGF, Z3 and early MR2 would be handy on the street circuits, but larger, more powerful cars from Nissan, Jaguar and the like would be a bit big (and a bit quick) for the tight confines of Northam and Albany.



Graeme Paynter's Porsche 924



The early MX-5 could be an inexpensive way into competition

For the future we need to look at a number of avenues for advancement. First of all we need to look closely at the eligibility parameters for our competitions. If we accept newer cars then we also need to look at the venues for our events. For the later models of cars built as racers, we can forget about running them at Northam or Albany. The only suitable venues are Barbagallo and Collie plus a possibility of a circuit at the Motorplex, using access roads. I have heard of a club running an event at the Motorplex, so it is worth looking into.

For road cars, Northam and Albany might still be suitable, provided we stick to smaller cars, say under two litres.

All of these matters should be covered by the Strategic Planning Workshop proposed by

Michael Broughton's Mercedes-Benz. Is this the future?



Rob Ozanne in his column in the September 2017 issue of *Vintage Metal*. It is clear that we must do something to guarantee the future of the VSCC, but what?

Are cars like this Porsche Boxster the future of the VSCC?





After being a huge success at El Caballo Resort last year, the British Auto Classic Extravaganza is moving to the Claremont Showgrounds — on Sunday, October 29th. It will be a part of the fabulous new Brit Fest, a festival showcasing all things British, with the central attraction being classic British cars.

Last year's event attracted almost 5,000 people, 380 classic vehicles and over 80 market stalls and displays. This year will be much bigger and better!

Highlights will include:

- Over 400 classic British cars on display from over 20 specialised car clubs
- Displays of new British cars
- British motorcycle displays
- Display stands of all things British
- British food & wine stalls
- The Australian Beatles and Shirley Bassey tribute shows on stage
- Equestrian Displays
- British tractor, truck and machinery displays
- "Kids Corner" including pony rides, bouncy castle and animal farm
- Horse and carriage rides
- Scottish Pipe Band
- Helicopter rides
- Arts and crafts market stalls
- And much more...

We are encouraging all clubs which cater for English cars and motorcycles, as well as private owners to participate. Several clubs have already committed to displaying. A number of new British car dealerships will be exhibiting their products too.

There will be plenty to keep everyone's interest on the day. Lots of live entertainment will be a hallmark of the show. A new website is under construction at the moment.

Free entry for exhibitors and those in their cars. There will be prizes for exhibitors too.

For information, contact the car display coordinator, Paul Blank. Paul's email address is: paulb@classicrally.com.au





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JK&L SQUARE RIGGERS UPDATE



JKL and Etceteras Meet



▲L-R: Barry Mackintosh, Tony Bagshaw, Mike Sherrell, Ed Farrar, Ken Scrivenor, Ross Oxwell and Dan Sherrell

The Pre-War Group had a get together in late August at Trevor Eastwood's garage (with thanks to Trevor and to Bryan Scrivenor).

It was a great opportunity to chat about the forthcoming Collie event and the later Vintage Stampede at Wanneroo. There will be a good roll-up and several group members agreed to get some CAMS certification for events and scrutineering.

Bryan Scrivenor showed the progress he's made on the new Singer Special. This supercharged beastie put together with a shopping trolley of parts from different years will be a great addition to the field. Certainly, a supercharger hanging off the side of the engine gives it a menacing look! Brian explained some of the modifications he has made to make the car easier to use in around-the-houses events, such as equipping the car with an alternator so that an electric fan can be run.

Brian Scriveron explains the construction of the Singer Special to Craig Atkins



Craig Atkins' Morgan awaits its turn on the dyno.



L-R: Simon Fry, Hugh Fryer, Craig Atkins, Brian Scrivenor, Jack Del Borrello and Wayne Tunstall

To finish off the morning, Craig Atkins' Moggie went on the dyno for a demonstration of the advantages of tuning.
Until next time

Heza Henry

It's a Funny Thing...



Graham Fairbrass exercises his MGB.
Alan Giltrap photograph.

How many times have you read criticisms of the MGB for its lever arm shock absorbers and “cart sprung” rear end? Leaving aside that horse-drawn carts didn't have nice semi-elliptic leaf springs, has anyone looked closely at the specification of the much-vaunted Ferrari 250GTO?

You've guessed it — a pair of semi-elliptic springs locating the rear axle. The MG also had rack and pinion steering, the 250GTO had worm and roller...

While we're on the subject of unfounded criticism...

Does anyone know why the Morris Marina was criticised for having Morris Minor suspension but the Ford Escort was never accused of having Mark 1 Zephyr suspension?

VALE JEAN ATKIN

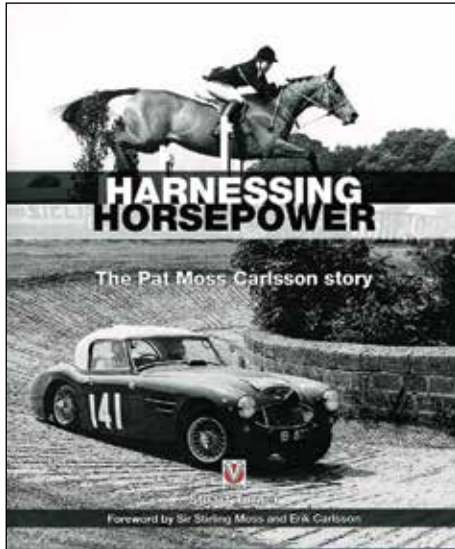
Jean Atkin was one of the unsung heroines of the VSCC. Most recently she joined partner Mike Barnes as joint Regalia Officers.

Early this year, Jean was diagnosed with cancer and had to pull back from her involvement with the club. Mike, who was looking after Jean, had to drop out of the Regalia Officer's position in May after Jean's condition worsened.

In August, as Jean gallantly fought the cancer, she suffered an aneurism and passed away.

The members of the VSCC of WA offer our sincere condolences to Mike and to Jean's family over their loss. Jean will be missed by the VSCC as she was Mike's partner in life and club activities.

BOOK REVIEW: HARNESSING HORSEPOWER THE PAT MOSS CARLSSON STORY BY STUART TURNER



There have been many books written about Sir Stirling Moss, but this is the only one I've seen telling the story of his little sister.

Written by former boss and co-driver and long time friend Stuart Turner, this is a wonderful story of a woman who took on the best male rally drivers in the world — and beat them! Although she won the *Coupe des Dames* on many occasions, her aim was always to win outright.

Pat Moss's first love was horse riding and she excelled at her chosen sport of show jumping. With many trophies to her name, she actually used her horse's winnings to pay for her early forays into motor sport. Apparently, to maintain her "amateur" status, the prize money from show jumping was paid to the horse!

At only 17 years of age, Pat was selected for the British Show Jumping Team, so she could have stayed with the horses and had a more than

successful career. But it was not to be.

Another success came her way at 17 — Pat learned to drive. She was soon initiated into the art of rally driving and had some success in her Triumph TR2, enough success that BMC provided her with an MG TF1500, which was much slower than her Triumph. This was the start of her works rally driving career and she drove a number of BMC cars from Morris Minors and Minis to the much more hairy Austin-Healey 3000.

Pat never took to racing, although she was not slow, but in a rally car she was very hard to beat. She still kept up her show jumping and shared that interest with her long time friend and co-driver Ann (Wiz) Wisdom. Ann was the daughter of Tommy and Elsie (Bill) Wisdom, both of whom were successful race and rally drivers, so she could match Pat's motor sport pedigree.

Pat's mother was successful in trials and rallies while her father raced at Brooklands and even, on two occasions, in the Indianapolis 500. So both Pat and Wiz had the right background for motor sport and it was one of the most successful, and long lived,





Pat with rally driver and broadcaster Raymond Baxter examining a model of a Rally Austin-Healey 3000

partnerships in top class rallying.

For the 1955 RAC Rally, run mostly in heavy snow with many sections cancelled because they were impassable, Pat and Wiz showed their metal by challenging Britain's then top woman rally driver, Sheila Van Damm. That was their first rally in the works MG TF.

Pat went on to drive MGA, MG Magnette and Morris Minor 1000, but she was still taking time off rallying in summer to go show jumping.

By 1958, Pat and Wiz were considered to be strong contenders for at least the *Coupe des Dames* on every rally and were usually well placed outright as well. It was about that time that Pat first drove the big Healey, in 1958 a 100/6, and at the end of 1958 they were European Ladies Touring Car Champions. It was also in 1958 that they finished fourth in the Liège-Rome-Liège, the first time a female crew had finished in the top ten, but more was to come.

In 1960, by this time in an Austin-Healey 3000, Pat and Wiz became the only female team ever to win the Liège-Rome-Liège, the first British crew to win it and the first British car to win it. Organiser Maurice Garot afterwards said that they should introduce a new award — the *Coupe des Hommes*...

Pat's career was at its peak and such were the expectations of the rally world that her second (to future husband Erik Carlsson) in the 1961 RAC Rally went relatively unnoticed.



Pat with husband Erik Carlsson when she drove for Ford and he drove for Saab.



Pat with daughter Suzie at the 1972 Monte Carlo Rally

In 1962, long time partner Wiz married rally driver Peter Riley, so she became Ann Riley, but was still known as Wiz. However, after that year's Tulip Rally, she announced her retirement as she was having a baby. Pat needed a new co-driver and teamed up with Pauline Mayman.

The following year Pat too got married, to Eric Carlsson, but she retained her name, just added Erik's on the end to be known as Pat Moss Carlsson.

Pat retired after the 1974 RAC Rally. She and Erik kept an open house for all their friends, made a good job of being parents to Suzie and grandparents to Suzie's children Christina and Zara but from about 2004 Pat's health began to fail. Leukemia was fought off for some time, but cancer of the oesophagus was too much even for Pat and she passed away on October 14, 2008.

The book is available from Pitstop Online, www.pitstop.net.au for \$46.50 plus \$6.95 post and packing.

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.

She is great fun car to drive and goes very well. I have spent some time in restoring her and sadly need to part with her.

I am offering her for sale at \$12000

Contact Sheryl on 0416 025 667 or email:
sheryl.swarbrick@gmail.com

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Contact: Craig Atkins – 0418 918 005

or craig.atkins@uwa.edu.au

FOR SALE – Northwood Ford

Cams historic log booked

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