



April 2018

Issue No. 324

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

VINTAGE METAL

www.vscwa.com.au



MARK JONES AT GOODWOOD

PLUS: More on Jim's Bugatti
J, K & L Squareriggers
VSCC and Dad's Army News

Next General Meeting: Monday 9th April 2018

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FROM THE PRESIDENT

Hi Folks.

Jen and I have been away for a five-week break and now that we are back we are trying to settle into the reality of real life. It's hard work. We were home for only 2 days when the holiday euphoria evaporated.

I would like to thank David Moir for standing in for me and chairing February's General and Management Committee meetings.

March and April are shaping up to be busy months. The organisers of the Northam Motorsport Festival are hard at work finalising all those last minute details that seem to crop up ensuring that 2018 is going to be the best event we have run. It is particularly pleasing to see how professional and business-like the organisation has become. The extensive involvement of the people of Northam in the preparation and running of the Festival has developed in them a strong sense of ownership for the Event.

On April the 22nd, starting at 9.00am, a "Planning for the Future" workshop will be held at the Club House. Lunch will be provided. This is an opportunity for members to have their say in shaping the future of the VSCC.

In the "March Edition of Vintage Metal" I outlined some of the issues the Club will be facing in the next few years and it is vital the decisions the Management Committee makes reflect the wishes of the membership.

I would like to thank those members who have made a contribution to the Letters to the Editor section in the VM. It is encouraging to see planning issues predominate and I'm sure the workshop will generate robust and healthy discussion.

If you are able to attend please let me know by email, text or phone call by the 9th of April. We need the numbers for catering purposes.

That's my lot for this month. The May edition will see me back to my normal verbose self.

I will catch up with you at Northam.

Drive safe.

Rob Ozanne



PLANNING FOR THE FUTURE WORKSHOP

A Planning for the Future Workshop will be held at the VSCC Clubrooms on Sunday April 22, 2018 from 9.00 am.

All VSCC members are welcome. Lunch will be provided.

Please bring an open mind and your ideas for the future development of your club.

To allow us to cater for attendees,

Please RSVP by April 9 to:

Rob Ozanne, 0429 556 134 or jenrob@westnet.com.au

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

Minutes of General Meeting

Held at the clubrooms, Caversham, 12 March 2018

I. Meeting opened: 8:00 pm Rob Ozanne presiding, 32 members present.

Rob opened the meeting, welcomed guests and thanked Steve Gilmour for providing the supper.

II. Apologies: C Bradtke, G Robson, T Vass, Max Gamble.

III. New Members and Guests: Rosco McGlashan

IV. Adoption of minutes of February meeting

Moved: David Moir **Seconded:** Ivan Okey **Carried**

V. Business arising: nil

VI. Treasurer's Report: Sheryl Swarbrick reported on behalf of Graeme Robson. The current balances are available to members from Graeme.

Acceptance of the Treasurer's Report:

Moved: Sheryl Swarbrick **Seconded:** Paul Wilkins **Carried**

VII. Secretary's report:

Correspondence In:

1. CMC – newsletter (BC & GW)
2. Australian Senior newspaper – credit application Albany Classic (VC)
3. Tactico – invoice for web support Nov – Feb (GR & SS)
4. CMC – March bulletin
5. Curtin FM – promo agreement for NMSF 2018 (CB)
6. Bendigo Bank – investment account statement (SS & GR)
7. Gallagher – invoice for workers comp insurance (GR & SS)
8. WA Sports Car Builders Assoc. – statement for outstanding fees for NMSF 2017 (GR & SS)
9. CMC – agenda for gen meeting (GW)
10. Wheatbelt Volunteering – training and networking (RB)
11. Westnet – invoice for internet hosting (GR & SS)
12. Westnet – refund for cancelled internet hosting of Caversham site (GR & SS)
13. Officeworks - invoice (GR & SS)
14. Caltex Albany – invoice (VC & GR & SS)
15. A2E Web Solutions – reminder re payment of invoice 333758 07/02/18 (GR & SS)
16. Vince Troth – query re eligibility of modern cars at Northam and Albany (PB)
17. Xero – invoice 5566459 (GR & SS)
18. Westnet – receipt (GR & SS)
19. Suncorp – remittance advice for VM advertising (GR & SS)
20. Quentin Dennis – membership application (SS)
21. CMC – teaser on Motor Show video (BC)
22. Consumer Protection – advice pf system outage
23. CMC – promo on NMSF (PB, CB, RB)

- i. Entry forms to be issued by end of March
- ii. Entries to close at end of April.
- b) **Workshop:** Ron Fabry reported:
 - Thanks to the Dad's Army team for resealing the clubroom floors.
 - The Caversham car is to be displayed at Northam and the Classic Car Show.
 - There has been further vandalism to the perimeter fence at Caversham.
 - We need "new blood" in the Dad's Army team – members and their mates are encouraged to come along.
- c) **Library:** Mark Jones reported that a donation of books has been received but the "Red Dust Racers" book was still missing.
- d) **Social:** nil
- e) **Regalia:** nil
- f) **Caversham:** Rob Ozanne reported that:
 - We were awaiting advice from the State Government on the demolition of the clubrooms.
 - We had been offered a lease of the Caversham D Circuit and a clubroom site at York St, adjacent to the circuit; our lease proposal is being refined and we are awaiting documentation.
- X. **General Business:**
 - **Constitution** – Mike Upton outlined the proposed changes to the club's constitution to conform to new State Government requirements which have been discussed at previous meetings and available on the club's website
 - i. Moved Mike Upton, seconded David Moir that the proposed constitution dated 14 February 2018 as displayed on the club website be adopted. **Carried unanimously.**
 - **Supper** – seeking volunteers to provide supper at the April meeting.
 - **West Cape Classic Rally** – Paul Blank spoke on the rally to held in the South West on 27 – 29 April.
 - **Round the Houses** – Bert van Zuylen urged competitors to drive within the spirit of regularity events.
 - **Volunteers** – Mark Duder has offered to help with the running of events.
 - **Scope of Competition Events** – Bert van Zuylen suggested we include other clubs and community groups to supplement our events; this would be discussed at the Planning Workshop.
 - **Scrutiny Panel**
 - i. discussion on possibility of engine bay fires during scrutiny; protective clothing may be required in future.
 - ii. Rob Mitchell thanked those who had helped the Scrutiny Panel
 - iii. Paul Bartlett advised that specific vehicle groups are to be targeted to obtain VSCC or CAMS logbooks.
 - **Classic Car Show** – Bert van Zuylen has entry tickets for display cars.
- XI. **Guest speaker:** Rosco McGlashan spoke of the hair-raising exploits of his early career in drag racing and his attempts to break land speed records.
- XII. **Next Meeting:** Monday 9 April.
- XIII. **Meeting Closed:** 9:55 pm

VSCC OF WA CALENDAR 2018

April

7	Lindsay Monk Hillclimb, Mt Ommaney — Club Hillclimb Championship Rd 1
7	Minson Avenue Motorkhana, Northam
8	Northam Flying 50 Club Regularity Championship Rd 1
9	General Meeting
10	Management Committee
14	Workshop Saturday
16	Competition Group
17	Dad's Army Working Bee
22	Planning for the Future Workshop
24	Dad's Army

May

5	Workshop Saturday
7	General Meeting
8	Management Committee
14	Competition Group
22	Dad's Army Working Bee
29	Dad's Army

June

2	Mt Clarence Hillclimb Club Hillclimb Championship Rd 2
3	Albany Classic Club Regularity Championship Rd 2
9	Workshop Saturday
11	General Meeting
12	Management Committee
18	Competition Group
19	Dad's Army Working Bee
26	Dad's Army

July

2	General Meeting
7	Workshop Saturday
10	Management Committee
16	Competition Group
24	Dad's Army Working Bee
31	Dad's Army

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NOTE! DEADLINE FOR ARTICLES AND ADVERTISEMENTS FOR THE MAY 2018 ISSUE IS APRIL 11, 2018.

EDITOR'S RAMBLINGS



Planning for the Future Workshop

Last September Vintage Metal told the story of a Strategic Planning Workshop held over two weekends at Neil McCrudden's workshop and conference room back in 2011.

On Sunday, April 22, a Planning for the Future Workshop will be held at the VSCC clubrooms. Beginning at 9 am, it is all day event with lunch supplied by the club. Details on page 3.

It is intended to follow up on the discussion over recent months in the Letter to the Editor column of Vintage Metal in an attempt to establish a forward plan for the VSCC. If you can make it, please do.

Proving a Point

I pinched a couple of Mark Jones's Goodwood photographs to illustrate a story of which they reminded me. They are of the Lockheed P38 Lightning and the Supermarine Spitfire.

Back in the dark days of World War II a USAAF P38 Lightning squadron was sharing an airfield with an RAF Spitfire squadron. Two of the pilots were showing off their respective machines. The one who was outdone by the other to buy the drinks — what else?

After the Lightning pilot had impressed the Spitfire jockeys with the manoeuvrability of his odd looking aircraft, there was little between the two. The American thought he had the contest sewn up when he shut down one engine and came in to land on the other.

Unperturbed, the Spitfire pilot flipped his machine upside down and made his approach to the airfield inverted, flicking the aircraft over the right way up as he crossed the perimeter fence to make a perfect landing.

The American bought the drinks!

Simplicate and add Lightness

That was the engineering credo of William Bushnell Stout, American automotive and aviation engineer. His best known design must be the Ford Trimotor aircraft. His engineering credo would later become best known as the adopted maxim of Colin Chapman of Lotus Cars. It actually originated with Stout's designer Gordon Hooton.

Somewhere along the line this credo has been forgotten by today's designers, who seem to work on the basis of "Complicate and add features". How else do you explain the new Suzuki Swift, praised for its "light" weight of 970 kg — about the same as an FJ Holden!

Nonetheless, the little Suzi is described by statisticians as a light car. Today's small cars weigh in at over 1300 kg, which is VN Commodore country. Yet designers never tire of telling us how they save weight by using lightweight materials and modern high strength steels. Am I the only one who thinks that it's all a big con trick on the part of the manufacturers?

Why Does Nobody Want the Hurricane?

For some months now the remarkable replica of Vic Watson's Hurricane V8 has been for sale. There isn't even a reserve price on it, Robin Fergusson-Stewart just wants it to go to a



good home — preferably on this side of the Nullarbor. See the ad on page 31.

The original car started out as Vic's 1949 Single-spinner Ford, but Vic replaced the flathead V8 with a Y-block engine out of an overhead valve Customline. This fairly quick car Vic drove with great enthusiasm and not a little skill, but CAMS regulations were catching up with cars like Vic's. Bob Holden's supercharged Peugeot 203 and a fantastic Austin Lancer from over east that was running an MGA Twincam engine were also made redundant by new, more restrictive sedan regulations.

The new GT class offered a way out. Everywhere else in the world GT implied some sort of production basis, but CAMS set things up so that any sports car with a roof was accepted as a GT car.

It was probably at this stage that Vic shortened the wheelbase of the Ford chassis by about a foot so that he could fit a Peugeot 203 body. The engine was moved back in the frame and the driver ended up in the back seat area of the Peugeot body. After racing the car in this form for a while the Peugeot body was discarded and the familiar Bizzaro Lotus 7 body built up. I remember remarking at the time that if the pop rivet had never been invented the Hurricane could not have happened.

The resultant relatively lightweight two-seater was capable of keeping much more sophisticated cars honest and it finished third in the 1965 Six Hours Race at Caversham behind the David McKay/Spencer Martin Ferrari 250LM and Ron Thorp's Cobra. In 1967, new owner Paul Casellas brought the Hurricane home third behind the Dunkerton/Mould Cooper S and the Thorp Cobra in what was probably the wettest Six Hours Race of all.

How to Test a Car

Before its outing in the Ulster TT of 1935, Earl Howe tested the shock absorber settings on the Bugatti Type 57T as reported as follows in the October 1935 issue of Motor Sport.

The course of that very fast motor-cycle race the Ulster Grand Prix, with its five-mile-long Clady Straight, was only a few miles away [from the Ards TT circuit]. It is often used by drivers who want to check over final adjustments before the car race, and this year Lord Howe utilised it to try out the springing of the Bugatti after a tentative adjustment of the De Rams.

All the side roads were guarded by volunteers, and the car reached 120 mph, which was encouraging for the Saturday's race. "I don't know how those motor-cycle men can do it" said his lordship, "the surface was as wavy as a rough sea."

Bob Campbell

An advert found in a magazine by Mark Jones during his UK sojourn. Look at the first owner!



Lancia Flaminia Sport Zagato SIRHD-1960
Very unusual 1-st series (99 ex. produced) in RHD (apparently only 3 ex. produced). Is listed in Zagato archives for export to Australia. First owner Mr. Malcolm Fraser (Prime minister of Australia). Very well preserved and still in excellent sound original condition. Beautiful presentation inside-out. Engine was upgraded to 3C specification. Runs beautifully! A unique opportunity for the Flaminia Zagato enthusiast wanting a RHD model.
Price: ASK

DAD'S ARMY NEWS

February 20

This was our day in February to do a bit of work on the mighty Caversham Car, to finish the carpeting and rubber flooring.

We also finished putting 3 coats of sealer on the floors of the main hard work areas of our clubhouse, so that at our next workshop Tuesday we could put all the furniture back in place ready for our March General meeting .

Naturally, the day featured another of Graeme's great morning teas.

February 27

Ron Fabry said: "Thank you to all of those who helped with the sealing of the floors. We



Bruce Jones stops for breath while Bill Dunn strides purposefully forward while working on the meeting room floor

are all impressed with how good it looks. Now all we have to do is the smaller rooms, which we can clean out and tidy up while we are at it."

Bill Dunn fixed the peg on the front gate where it had been vandalised again. Bins were emptied and everybody lent a hand to get the clubrooms ready for the general meeting on March 12.

Denny Cunnold was busy cutting out rubber mats and carpet for the floor of the Caversham Car.



Alan Armstrong sits in for Terry Le May to help Graeme Whitehead fix morning tea

March 10

Numbers were down with several members having decamped to Phillip Island to compete or spectate. Ron Fabry deputised for Graeme and created an impromptu morning tea, which went down well.

Work continued on the clubrooms while Denny and Kevin Dorn were tidying up loose ends on the Caversham Car.

The editor's wife Helen dropped in and pronounced herself impressed with the clubrooms. She also said that the Caversham Car looks really good: "The photographs didn't



Kevin Dorn sorts out the brake fluid reservoir while Denny cuts out templates for the floor mats

do it justice." Take a bow Denny and helpers.

VSCC NEWS

Timekeeper Credentials

Competition Secretary Paul Bartlett wants to know if there are any CAMS officials within the club who would be interested in gaining their Timekeeper credentials?

If you have your General Officials' licence then an upgrade to Bronze Timekeeper would allow you to work right up to National level. The credential would be useful for the club at any of the events we run throughout the year.

For more information go to the following links:

www.cams.com.au/media/news/latest-news/official-requirements-changes

www.cams.com.au/get-involved/officials/training/training-modules#timekeeper

For a more personal enquiry, contact Paul on 0419 907 378.

Great Southern 500

Ross Oxwell has announced that due to problems getting everything in place by May, the Great Southern 500 has been postponed to May 27-31 2019. There's more information about the event on page 26.

The postponement is probably a good thing, because it means that those of you who are interested in competing now have time to organise a pre-1940 car and get it prepared for the event.

If you are wondering how to acquire such a car, read the JK&L Square Riggers Update story on page 22. It will give you guidance about how to find and prepare such a car for VSCC events. Of course, for the Great Southern 500 you will have to make the car street legal, but that doesn't prevent you from making it easily stripped down for other events and particularly for the Lake Perkolilli Red Dust Revival in September next year.

Protea Sports Car

Jack Del Borello stumbled onto this post on the "Historic Winton" Facebook page about a car built in South Africa that looks very familiar. It's a 1957 Protea (South African made car). Only 20 units were made as the makers found it not viable to mass manufacture. A TR engined Protea did however, win the Pietermaritzburg six-hour race. On display at the Franschhoek Motor Museum SA.



The 1957 Protea bears a striking resemblance to the Caversham Car. Engine is 1172cc Ford.

DAD'S ARMY DATES - 2018

	WORKSHOP SATURDAY	WORKING BEE TUESDAY	DAD'S ARMY TUESDAY
APRIL	14	17	24
MAY	5	22	26
JUNE	9	19	26
JULY	7	24	31

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PROUDLY PRESENTS



SUNDAY APRIL 1ST 2018

GLOUCESTER PARK
NELSON CRESCENT, EAST PERTH

GATES OPEN 9.00AM TO 2.30PM

SHOW AND SHINE DISPLAY OF A LARGE GATHERING OF ALL MODEL MUSTANGS FROM ALL OVER AUSTRALIA
LIVE ENTERTAINMENT - INTER ACTIVE DISPLAYS - KIDS ACTIVITIES - VENDORS AND STALL TRADERS
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ENTRY: ADULT - \$10.00 | KIDS UNDER 16 (ACCOMPANIED BY AN ADULT) - FREE

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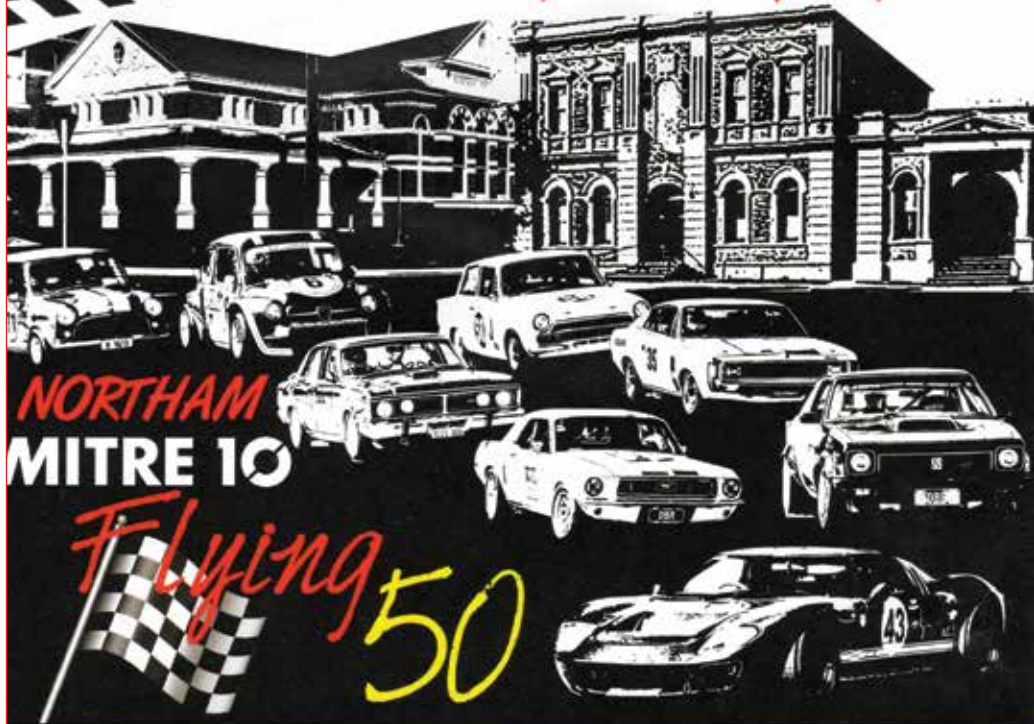
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presents

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OF MOTOR SPORTS ACTIVITY

Saturday 7th and Sunday 8th April 2018



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MITRE 10**

Flying 50

- Mt Ommaney Hill Climb - Saturday 9am
- Lions Markets - Saturday 8am - 3pm
- Twilight Motorkhana - Saturday 5 - 8pm Bernard Park
- Live Band Saturday night Bernard Park
- The Northam Mitre 10 Flying Fifty - Sunday 10am - 4pm
- "Rumjungle" live in the sound shell - Sunday 1 - 4pm
- Free Children's entertainment
- Multiple Car Club displays

FREE ENTRY

*For more information
please call
Randle 0428 950 813 or
Craig 0408 913 926*

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Government of Western Australia
Department of Regional Development



Bugatti 57T racing in the car's first appearance, at the Ards street circuit, with Earl Howe driving.

JIM'S BUG BY BILL BUYS

This story of Jim Krajancic's Bugatti from Vintage Metal contributor Bill Buys arrived too late for the March issue, but it is too good not to pass on to you.

A 1935 Bugatti Type 57T, owned and raced by some of the world's most famous drivers of the time, was sold in Paris in February after spending 79 of its 83 years in Perth, Western Australia.

The Type 57 series with its straight-8, twin-camshaft 3.3-litre engine was perhaps not the prettiest of the famed French marque, but this particular car, with chassis No: 57264, was probably the most illustrious in the Southern Hemisphere.

It began life as a Ventoux coupe and was converted by the Bugatti works for the 1935 Ulster TT, where it was driven by the fabled Earl Howe, president of the British Racing Drivers Club from 1929 until his death in 1964. A sister car was driven by the Hon. Brian Lewis.

One of the true gentleman drivers of his time, Howe debuted the car at the Ulster TT race in 1935, where he finished third, behind Freddie Dixon's Riley TT Sprite and Eddie Hall's Bentley. There were 13 finishers, and 22 non-finishers, with 'Bira,' officially His Royal Highness Prince Birabongse of Siam, among the latter in an Aston Martin Ulster.

UK magazine Motor Sport reported that the car was of light construction with a duralumin shell body, and weighed only 26 cwt, with driver, fuel and water.

'De Rham shock absorbers were used and the engine was said to develop over 160hp at 5500rpm, which sounds rather fantastic.

'Lord Howe's car did close on 120mph.'

The Bugatti stayed in the UK for a little while before being sent back to Paris where it was

used by Yves Giraud-Cabantous and co-driver Roger Labric for the 24-Hour race at Spa-Francorchamps.

But the car ran off the road at the notorious Stavelot Hairpin, and burst its radiator. It was repaired and then put on sale at Bugatti's Avenue Montaigne showroom, where it was quickly bought by young French racing driver, Pierre Bouillin, better known as Pierre Levegh.

He made his first appearance with it at the 1937 Grand Prix des Frontières at Chimay, Belgium and two months later he ran it again at the Marseille 3-hours race.

Levegh was to become one of the leading competitors on the world circuit before his career was cut short at Le Mans in 1955 in the world's deadliest motorsport accident while driving for Mercedes.

He advertised the car for sale in the daily newspaper L'Auto in March, 1938, describing it as: 'Type 57, unique car, capable of 190 km/h.'

Legend has it that Bouillin sold the car to Jean-Pierre Wimille, by then already on his way to become France's greatest racing driver.

He made his Grand Prix debut, driving a Bugatti 37A at the 1930 French Grand Prix in Pau at age 22 and won the 1932 Grand Prix de Lorraine and the Grand Prix d'Oran.

In 1934 he won the Algerian Grand Prix in Algiers at the wheel of a Bugatti T59 and in January 1936 he finished second in the South African Grand Prix and won the French Grand Prix.

Also in 1936, Wimille travelled to New York to compete in the Vanderbilt Cup where he finished 2nd, behind Tazio Nuvolari and competed in the 24 hours of Le Mans winning in 1937 and again in 1939.

After WWII he became the No. 1 driver for the Alfa Romeo, winning several Grands Prix, including his second French Grand Prix.

Jean-Pierre Wimille died at the wheel of Simca-Gordini during practice for the 1949 Buenos Aires Grand Prix.

He is believed to have used the '35 Type 57 as personal transport in Europe before it went to an unknown buyer who shipped it to the UK, where it was on sale at sports car specialist J H



Duncan Ord debuting the Bugatti at Pingelly in 1939, just as it came from the UK.

Bartlett who advertised it in the May 1938 issue of Speed, as: "Bugatti special 3.3 litre 120 m.p.h. competition 2 seater, fitted late series 57S engine, special electron body, special streamlined wings, spare tanks, etc..£450."

That attracted visiting Perth motor enthusiast Duncan Ord who shipped it to Western Australia and made his Australian racing debut in it at Pingelly on January 29, 1939, finishing fifth.

He then fitted hydraulic brakes and moved the radiator forward to lower the bodywork and improve cooling and went on to good performances at Albany, Dowerin, Pingelly,

and in 1946 reappeared in it racing at Caversham, where it was driven by Durrie Turner.

At the Patriotic Grand Prix, run for the first (and last) time on the streets of the affluent riverside suburb of Applecross in 1940, Ord posted the fastest lap.

The car was next acquired by Jeff Phillips and in 1952 by Phil Hind.

During this time it was modified with the chassis being shortened, the original body was discarded and replaced by a slender racing version and coil springs were fitted at the rear.

In 1954 the car was bought by David van Dal who ran it in the 1957 Australian Grand Prix — the last time a Bugatti ran in the AGP — and in 1958 it was sold to Jim Krajancich, in whose care it has survived ever since.

From 1973 he undertook a lengthy and ongoing restoration at his Hazelmere property to the extent that leading Bugatti expert Pierre Yves Laugier now regards it as one of the finest Bugattis of its period.

The work included re-lengthening the chassis using works drawings of the Type 57 and painstakingly re-making the body and road equipment from many archive photos.



The Bugatti posing on the lawn at the 2016 Celebration of the Motor Car

The brakes were put back to mechanical operation, the original radiator was acquired from Van Dal while the car's original starter motor, dynamo and radiator shutters were reacquired from Ord.

The radiator shell acquired from the UK, had come from Australia, and is believed to be the original from the car.

Original Type 57 rear springs and crankshaft were sourced from Malaysia and myriad other bits and pieces, down to original pedal pads, cast aluminium dashboard brackets and bonnet catches came from various parts of the world after years of searches.

The car has in the past decade occasionally appeared at functions such as the Perth French Festival and the Celebration of the Motor Car.

The Earl Howe history, the known perfect provenance and ownership succession from at least 1937 – and matching numbers – made Bugatti 57264 the star of the recent Bonham's auction at Les Grandes Marques du Monde au Grand Palais.

It fetched 713,000 Euros, or \$1.117m AU.

It's not known who the buyer was, but it seemed right that the grand old car with its incredible history should be back in its home country.



The cockpit of the Bugatti with the tachometer prominent in front of the driver and the speedometer well placed to scare the life out of a passenger.

Below: Two great shots, taken by Bill Buys, showing the elegant lines of the Bugatti's coachwork.





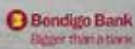
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vicki@albanyclassic.com

SPRING 2017 IN THE UK BY MARK JONES

I was lucky enough to be able to be in the UK last September to visit my daughter and grandkids, and get to some of the following UK classic motoring events and museums.

BEAULIEU AUTOJUMBLE 2017



Stallholders are just as interesting as their stock.

Situated in the South of England's New Forest with its roaming deer, cows and horses, and importantly Lord Beaulieu of Montagu's estate (village!). I stayed in the Forest at Lyndhurst, a small well-off town with its own Ferrari/Maserati dealership, several excellent pubs (including the Black Swan) and stayed at Foxlease, a Georgian manor house run by the Girl Guides Association. The people staying there at this time are a friendly international mix of car nuts. I had interesting conversations

with Poms, Germans and a group of Irishmen whose elder statesman and obviously wealthy leader described his 1920-1950s collection to me, only to have one of his mates tell him off for only listing the cars against the wall of his storage garage; not the ones in the middle!

The weekend started with brilliant sunshine on the Saturday, with Police warning everyone of pickpockets and then was quite wet on the Sunday. There's some 2200 stalls - almost more than you can get around to unless you are very determined to see it all - don't dawdle!!

The sellers all have a plot number, which means you can easily relocate them for a part you might have previously noticed but not bought. The Autojumble's flavour has changed over the last couple of years as the internet makes everyone an instant value expert, and unfortunately also the sellers! So there are fewer parts of unrecognised bargain value, but it's still a great place for Europeans in particular to pick up that normally difficult to find part.

Several times I witnessed potential buyers challenging sellers with ebay prices from their phones and sellers giving similar justifications for their pricing. Another modern technology advantage was for people buying on behalf of an absent friend, by sending a phone photo of the part to them and getting the OK or not to buy. Alongside the National Motor Museum is a large carpark full of reasonably priced classics being sold by individuals and small companies and alongside that another Bonhams auction (with certain unsold cars reappearing at the Goodwood auction!).

My purchases were fairly modest: a couple of smaller enamel signs (still good value compared to the Australian market), a restorable sports steering wheel for my Mini Cooper, various oil cans, small tools and several kilograms of stainless steel nuts, bolts screws, clips and washers in £1 packs. I bought similar the previous year and because of an overweight suitcase full of Alfa bits, had them all

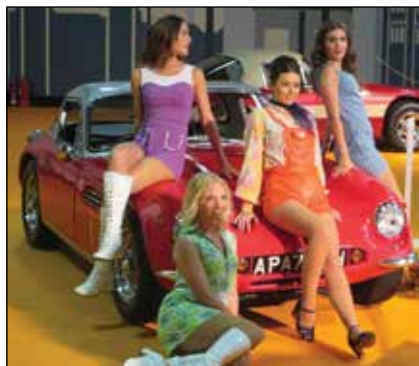


One of the brand new Jaguar XKSS continuation cars built by Jaguar Land Rover

in my raincoat (suspiciously worn on a 30 degree day!). English customs were very vigilant and I nearly missed my flight by the time they had finished with me! My favourite item, bought for £45, was a 30x30 cm 1959 photograph of my hero Jack Brabham being congratulated by Stirling Moss for Jack's Goodwood race win. The photo has only recently come to light from a collection (oneillclassics.photoshelter.com/index) of over a million photos. I intend to frame it with Jack and Stirling's (when I can find where I have 'archived' it) autographs below it.

NATIONAL MOTOR MUSEUM @ BEAULIEU

An added bonus to the Beaulieu Autojumble is that it's held on the grounds of the National Motor Museum with its historic collection including the British land speed record cars; Malcom Campbell's 1925 350hp Sunbeam (150.76mph), my favourite of the museum, Segrave's 1927 1000hp Sunbeam (203.792mph), also his 1929 Golden Arrow (231.446mph) and finally Donald Campbell's BlueBird CN7 which in 1964 set the world land speed record in Australia at 403.10mph. The museum also includes a quirky separate display of Top Gear special cars.



A recreation of TVR's Motor Show stand, although I seem to remember that on Press Day, the girls on the original were less dressed



Statues of Mike Hawthorn and Jaguar racing boss Lofty England at Goodwood

GOODWOOD REVIVAL

Had its usual fantastic classic atmosphere, with unfortunately a lot of rain over the 3 days of classic race car and bike celebrations. The special focus for 2017 was for the Fiat 500 (over 120 of different varieties



The very first TVR, powered by 1172 cc side-valve Ford

on parade) and the 60th anniversary of the Ecurie Ecosse Scottish racing team, who won twice at Le Mans. All three Ecurie Ecosse D-type Jaguars (and another 21 cars that raced in the team) were present in their famous mid blue with 2 white stripes across their noses. Directly associated with the Ecosse team is Sir Jackie Stewart (who along with Jim Clark set equally fastest Goodwood circuit times on the 19 April 1965), who was in attendance on the Saturday and Sunday. I managed, by 'hanging around', to be able to ask Sir Jackie for his autograph; which he did with careful deliberation onto my entry ticket – another Goodwood achievement for me that really made my day, despite the weather! The weather has very little influence on the racing – it continues desperately through the showers with little or no regard to vehicle value. Several extremely high value classics, including a \$30,000,000 Ferrari 250 GTO/64 (roadandtrack.com/motorsports/a12216811/30-million-dollar-ferrari-car-crash/) bounced off each other or the tyre banks. In addition to the flat-out racing there's the 368 trade stores, the 'Earls Court' Motor Show with its 2017 tribute to TVR and glittering examples of new and old Maserati, Fords, Aston Martin, BMW, Landrover and Jaguar, the



Goodwood Action

Top: Ford Thunderbird and side-valve Morris Minor bracket this group.

Middle: Small bore front-engined sports cars.

Bottom: Early two-door Falcon, Mark II Zephyr, Riley 1.5, Nash Metropolitan and Mark II Jaguar.

food, the beer, the largely 50-60s dressed up spectators (I took the easy way out by wearing my increasingly muddy 'period' overalls over the 3 days!), the 26 vintage aircraft having flown in and on display, the Bonhams

auction of classic cars and aircraft and the marching and jazz bands. For 2017, a Spitfire, Corsair, Mustang and a mighty silver Curtis P-40C displayed taking off and landing at 1pm each day. For this to occur safely, each end of the airfield/racetrack spectator banks are closed off. The photo opportunities are excellent as they spectacularly bank around Goodwood showing off their famous silhouettes and then coming into land barely above your head – close enough to wave to or identify the pilots!

BRITISH MOTOR MUSEUM GAYDON

Much more than 'just' the world's largest collection of British cars. The halls feature a basement collection of every Jaguar model (including SS models) ever made, quite a number of experimental and prototype cars such as an extended Triumph TR7 with four doors, a Morris 1100 with a sloping nose to 'gently' knock any pedestrian safely over its roof, nearly 100(!) Rover varieties including Land Rover number 1 and many versions of developmental

Range Rovers. Also heavily featured are first and last off the production line examples of the many familiar British brands. As a bonus there is an active workshop that you can look down on from a mezzanine level.

BROOKLANDS MUSEUM

A 20 minute drive from my 400-year-old Anchor hotel in Shepperton is the fabled Brooklands race circuit. Brooklands was a 2.75-mile motor racing circuit (last used in 1939) and aerodrome built near Weybridge in Surrey. It opened in 1907 and was the world's first purpose-built motor racing circuit as well as one of Britain's first airfields, which also



Eric Broadley's Lola GT that formed the basis of the Ford GT40.



Frazer Nash Le Mans Replica (that's a genuine Frazer Nash model name) with Gordini on truck behind.

became Britain's largest aircraft manufacturing centre by 1918, producing military aircraft such as the WW2 Wellington bomber and civil airliners like the VC-10. Among the many Vickers passenger aircraft varieties parked at Brooklands (most actually flew into Brooklands for their final resting place) is the Concorde used originally for flight certification and pilot training. The flight simulator at Brooklands has been renovated to allow aviation enthusiasts to 'fly' the iconic aircraft across the globe.

The Wellington bomber hanger has finally been moved off part of the original race track straight to allow you a greater historical idea of the circuit with its straight and famous steep concrete sectioned banking.



Part of the legendary Brooklands banking, scene of some amazing racing from 1907 to 1939.

The place just reeks of history and nostalgia with its mixture of a motoring village, race cars and workshops, the original clubhouse, the shop, the aircraft, the bus museum and the atmospheric café where visitors and volunteers mingle for lunch. The volunteers I've spoken with all seem to have had some kind of background working for Vickers as skilled tradesmen or flight crew. I've been three times now and it still impresses!

The Poms do nostalgia and history so well!

Arthur Grady Motorcycle Display and Classic Car Show

Sunday 27 May 2018

10:00am – 3:00pm

WA Maritime Museum at Victoria Quay

Motorcycle Display: 10am – 12.30pm

Car show: 10am – 3pm

A Shed Display: 10am – 3pm

Arthur Grady was a Fremantle bicycle maker. In 1924 he became the first person to ride a motorcycle around Australia.

Come down to the WA Maritime Museum on Sunday 27 May to celebrate this incredible piece of local history. Motorcycle enthusiasts will be showcasing their veteran, vintage and classic motorcycles. Classic Customs and Hot Rods of Perth will also be present to display some incredible classic cars and hot rods. The Museum Café will be open plus there will be a sausage sizzle. There will be no organised ride of motorcycles through the city this year.



Visitors can take an exclusive behind-the-scenes look at the Museum's collection of old boats and hidden

treasures housed in our research areas.

For those who would like to explore the Museum, enjoy entry by donation.



JK&L SQUARE RIGGERS UPDATE

Heza Henry's Guide to Building a Vintage Special

The announcement that the Lake Perkolilli Red Dust Revival will be held in September 2019 has made a lot of club members who don't have cars ask how they can be involved.

There are three ways — volunteering as an official, coming along for a look and to enjoy the atmosphere of the only outback race track in the world or bringing a car along and taking to the track yourself.

The great Aussie vintage special is part of the tradition of Lake Perkolilli. Western Australia did not have the thoroughbred grand prix cars of Europe or the board track racers of the States but that didn't stop a fantastic variety of cars being created from stock models. They were stripped down, hotted up, often driven to the clay pan from Perth and raced until they had nothing more to give.

The times achieved by these cars made the factories in Europe and America take notice.

Arthur Colliver and Billy Attwood's 24-hour racing feats in Silverwings were promoted around the world in the same breath as Chrysler's creditable performances at Le Mans and Spa Franchorchamps. Eric Armstrong's supercharged Triumph Imp was praised by the factory as the fastest Super Seven in the world.



Cranston V8 replica under construction by Max Gamble and Clem Dwyer, both of whom drove it in VSCC events.

Other brands such as Chevrolet, Austin, Essex and, of course, Ford were also legends at the track. Ossie Cranston won everything there was to win at Perko before heading to the Australian Grand Prix at Lobethal and recording fastest time in his Perko championship winning V8 special.

Most of these brilliant old cars have gone to the great pit in the sky but it is still possible to find or make a car for

Perkolilli with the added bonus that it can be used at all our regular club events such as Albany, Collie, Wanneroo and Northam. Perkolilli cars are anything built before 1940 or newer cars from the 1940s or early 50s which still have the look and speed of the pre-war models.

Vintage pre-war specials are coming up all the time and being advertised in *Vintage Metal*. Lots of cars come up in the eastern states as well. If you are a little more adventurous you can make your own car and there is 18 months to go so ample time to get it together. Ted Mumme from Darwin built a Model T speedster for the last Perko event and trailered it from Darwin to Kalgoorlie.

The most economical way to put together a Perko racer is to find a car that has been partly restored to rolling chassis stage. Often people find the cost of restoring a car is too much and they falter after they get an engine running in a chassis. These cars come up on Gumtree or Just Cars quite often — grab a car like this which someone else has done a lot of work on,



The Cranston V8 Replica at York, a car which participated in a number of York Flying 50 events driven by Max Gamble and Clem Dwyer.



Daniel Cocks (now 27 years of age) with the Ford Model A which became Cactus II.

and put your own minimalist body on it.

If you are a little more adventurous, find a completely unrestored rolling chassis and launch into it from the ground up. The Veteran Car Club has a great array of chassis and parts from which a fantastic vintage special can be created. You'll have to join the club first to access the parts shed.



The Cactus of today.



Fred James built this Morris Minor Special to race at Albany in the 1930s. The body shell used cane clad in canvas.

The VCC is very keen at the moment to reduce its stock of chassis so the field is wide open.

Of course, if all this is a little beyond your skills, then Perkolilli is open to any pre-war cars. Buy a tourer, unbolt the mudguards and running boards, go racing, and then return it to its former glory. After all, this is what a lot of the racers did in those days. Ron Hall won at Albany with his work Ford V8 ute which he stripped, put a fabric body on the back, raced and then returned to work trim afterwards.

Perkolilli is great fun. It is not about the fastest car. It is all about participating and re-creating the era. In the States they have the Race



Fred James and his finished car - just like an MG Midget!

of Gentlemen (look it up on Youtube) and we have our own, unique event. See you there next year.

Heza Henry

Illustrations from Vauxhall book review on page 24.

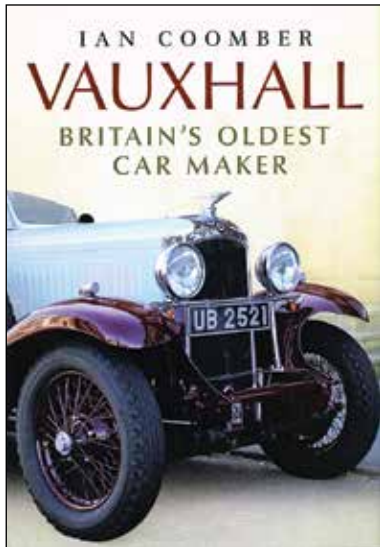


Left: The new works at Luton in 1905. An Occupational Health and Safety nightmare. Look at those belts!

Below: Australian Boyd Edkins after a record-breaking intercity drive in his Vauxhall A-type, "Fifty Bob".



BOOK REVIEW: VAUXHALL BRITAIN'S OLDEST CAR MAKER BY IAN COOMBER



This recent release tells the story of Vauxhall from its foundation as Vauxhall Ironworks by Scottish engineer Alexander Wilson in 1857 right up to the acquisition of Vauxhall-Opel by Groupe PSA (Peugeot-Citroën) in 2017.

In a fascinating aside in the first chapter, Coomber describes the origin of the Vauxhall crest, which traces its history to Plantagenet knight and mercenary Fulk le Breant, a supporter of King John. The name of his residence, Fulk's Hall, was corrupted to Vauxhall over the centuries.

Vauxhall built prototype cars in 1902 and "the 5 hp light car" was offered to the public in 1903.

Vauxhall moved to new works at Luton in 1905 and that same year A.J. Hancock drove a 12-14 hp Vauxhall in the Isle of Man TT race (they had them for cars too back then).

Vauxhall continued its motor sport involvement, with cars competing in British and continental events. Chief Designer Lawrence Pomeroy was responsible for the Prince Henry Vauxhall, developed from the cars prepared for the Prince Henry of Prussia Trial in 1910, and the legendary 30-98 Vauxhall.

While World War I was good for Vauxhall financially, the 1920s were hard as the market didn't want the premium cars that Vauxhall was offering. By 1925, Vauxhall was heading for bankruptcy. However, General Motors was looking for car production facilities in Europe and on 16 November 1925 Vauxhall was purchased for \$US2.5 million.

The book then takes us through the years of GM ownership, with a shift from premium to mass produced models. Vauxhall was ahead of most of the market in its use of OHV engines and the 1937 10-4 with unit construction, independent front suspension, hydraulic brakes and 40 mpg fuel economy was revolutionary in the small car market.

When war came in 1939 Vauxhall was again deeply involved, building trucks, tanks and even jet engine components.

Postwar there was a policy of "a one-body and two-engine range", which remained until the introduction of the F-type Victor and PA Velox and Cresta in 1957. The HA Viva in 1963 reintroduced Vauxhall to the small car market.

The story continues through the modern age with design being taken over by Opel and Bedford trucks being phased out. With GM Europe losing money, \$US257 million in 2016, GM wanted out and Opel-Vauxhall is now part of the PSA Group.

Author Ian Coomber joined Vauxhall in 1963 and was sponsored at university. He worked his way through the Vauxhall hierarchy to end up executive director sales, marketing and after sales. He owns three classic Vauxhalls and is active in the Vauxhall car club world.

The book is available from motoring bookshops or as an e-book.

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Perth to Warrenton. Museum proceed to York
Tuesday 29 May: 139km
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Wednesday 30 May: 139km
Narrogin to Katanning via Dumbleyung
Thursday 31 May: 140km
Katanning to Stirling Range
Friday 1 June: 130km
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VSCC log book

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cage, spares

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Contact Graeme Whitehead

Ph: 08 9279 1061 — Mob: 0412 919 370

Email: whiteheadv8@gmail.com



FOR SALE

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successfully.

Unfortunately for me this car has never had a titled owner or been close to a barn so the asking price is not in the stratospheric region, please ask if you have the desire, Enzo said "Everyone dreams of driving a Ferrari" ... here is your chance.

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For more info please contact Bob Walton 93977626

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4-wheel disc brakes and limited slip differential. The licence has 12 months to run. A superb drive, ready for road or track.



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Tel: 08 9378 1768 — Mob: 0419 959 614

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Carter down draught carburettors, Potvin 400 camshaft,
170 RWHP
Philip Island 2:05, Wanneroo long circuit 1:13



Contact:

Sale negotiation: Peter Eastwood 0402 499 650

Technical: Bryan Scrivenor 0407 442 180



FOR SALE

BMW 1602 - 2002 Body Shell

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Make an offer \$\$\$

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The final development of Vic's single-spinner Ford, the
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The original car twice finished third in the Six Hours
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