



August 2018

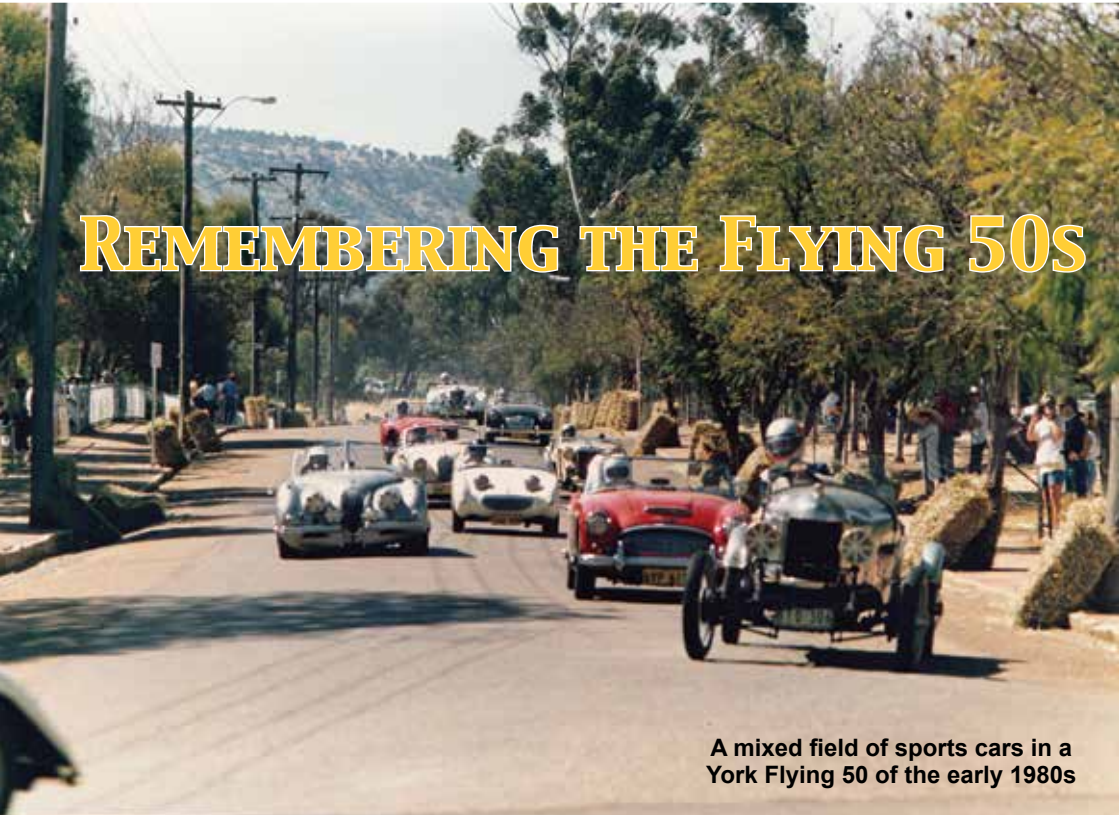
Issue No. 328

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

VINTAGE METAL

www.vscwa.com.au

REMEMBERING THE FLYING 50s



A mixed field of sports cars in a York Flying 50 of the early 1980s

PLUS: Vale Ron Bairstow
Thoughts on the Future
The Chamberlain Special
Collectors' Book Review

Next General Meeting: Monday 6th August 2018

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FROM THE PRESIDENT



Hi Folks.

The best-laid plans often go astray. Our guest speakers for July, Howard Pietersie and Kate Burton, were unable to trailer their replica SS100 to the July General Meeting because of the weather. However we will re-schedule them for later in the year (check page 6 for a run down on August's guest speakers). Brian Eyre stepped in at the last minute to fill the vacancy and gave a talk explaining how the Caversham Working Group (CWG) accurately mapped the "D" circuit and the proposed new Clubhouse site using the latest GPS technology.

At this point you would be forgiven if you are asking yourself... What new Clubhouse?????

It has become apparent the development of a housing estate on the western half of the airfield is commencing next year. This means we could be asked to move out of our current premises sometime during 2019.

We have occupied the Caversham buildings since 2007 and have enjoyed the independence of having our own home. I don't think anyone would like to return to the time when we rented rooms from another club. The CWG investigated the alternatives open to us and recommended we pursue the Caversham option. That is, build a new Clubhouse on York Street and take up a lease on the ribbon of the "D" circuit. We are currently in negotiations with the Department of Planning, Lands and Heritage (DPLH) to decide how this might be done.

In the interim, Paul Wilkins and Graeme Whitehead have each submitted plans for a proposed Clubhouse for costing. This will give us some idea of the budget required for this undertaking.

If this project goes ahead it will require a lot of expertise and volunteer labour from the members. If you want more details or if you have concerns come along to the VSCC General Meetings, listen to the updates and take part in the discussion that such a major undertaking generates.

Alternatively, if you want to become involved, the Caversham Working Group meets at 9.00am on the Tuesday morning prior to the General Meeting at Caversham. (For July it will be held on Tuesday the 31st.) Brian Eyre is the Chairperson of that group and can be contacted on 0409 105 602.

In light of the changes and the large projects the VSCC is planning for the future it is important we have a good representation at Stage 2 of the Planning Workshop to be held on Sunday the 12th of August at the Clubhouse starting at 9.00am. Lunch will be provided. RSVP by the 6th of August for catering purposes.

Sadly, this month I have to report the passing of another member. Ron Bairstow died from medical complications while racing at Barbagello. An obituary is published in this magazine.

It gave me great pleasure to accept Joy Brewster-Jones offer to work with Ivan Okey to resurrect the buying, selling and promotion of Club regalia. Joy is the lovely lady who has assisted Sheryl Swarbrick at our events and also helps out at our General Meetings. Mike Broughton is also joining this duo and will bring his considerable charm and experience to increase the exposure and sales of regalia at our events.

Thanks to all those members who have promptly paid their membership subs, due on the 31st of June. If you haven't renewed your membership and have a car on a concessional licence, that licence has now expired.

That's all from me for this month. I look forward to seeing you at the August General Meeting.

Rob Ozanne

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

Minutes of General Meeting

Held at the clubrooms, Caversham, 2 July 2018

1. **Meeting opened:** 8:01 pm, Rob Ozanne presiding, 33 members present.

2. **Apologies:** Andrew Murray, Terry Reynolds, Graeme Robson.

3. **New Members and Guests:** nil

4. **Adoption of minutes of June meeting**

Moved: Paul Wilkins **Seconded:** Max Gamble **Carried**

5. **Business arising:** nil

6. **Treasurer's Report:** Sheryl Swarbrick reported on behalf of Graeme Robson. Current balances and other cash amounts are available to members from Sheryl or Graeme.

Acceptance of the Treasurer's Report:

Moved: Sheryl Swarbrick **Seconded:** Max Gamble **Carried**

7. **Secretary's report:**

Correspondence In:

- a. Wheatbelt Volunteer Hub – workshops (RB)
- b. Tourism WA – Australian Event Awards (RO, PB)
- c. Chidlow Tavern – Chidlow Car Cruise 2 Dec (BC)
- d. CMC – AHMF National Motoring Festival 2020 (BC)
- e. CMC – Bay to Birdwood Run 30 Sept (BC)
- f. CMC – Holden Auction 18 Aug (BC)
- g. CMC – agenda for June general meeting (GW, RO)
- h. Tourism WA – remittance advice (SS, GR, PB)
- i. Jon Grove – membership enquiry (DM)
- j. Ryan Condren – membership application (SS)
- k. Alan Ould – membership renewal query (SS)
- l. Awards Australia – regional awards nominations (MC)
- m. CMC – minutes of June general meeting (GW, RO)
- n. Tactico – invoice for website maintenance May – June (SS, GR)
- o. Vicki Clark – risk management workshop info (RO, PB)
- p. Albany & Regional Volunteer Service – volunteers for crossing attendant (VC, RO, PB)
- q. DoT – invoice for trailer rego (RF, SS, GR)
- r. Ken Tonge – expense claim for equipment for Albany (PB, VC)
- s. Ken Tonge – expense claim for fuel and accommodation for Albany (VC, PB)
- t. VSCC Vic – newsletter (MJ)

Correspondence Out:

- a) Members – death of Leo Wybrott (SS)
- b) Jon Grove – membership enquiry (DM)

Acceptance of the Secretary's Report:

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

8. **President's Report:** Rob Ozanne reported that:
- **Caversham**
 - i. Housing development is expected to start next year and the club will need to move out of the clubrooms by then.
 - ii. The Working Group has investigated alternatives for clubrooms:
 - 1. Has decided that Whiteman Park is not viable
 - 2. Likewise for sharing clubrooms with another club
 - iii. A lease with the Dept. for Planning, Infrastructure and Heritage will be available for a nominal rent:
 - 1. Lease would be for 10 years with an option for another 10
 - 2. The government requires more detail on the trees required to be removed around the D Circuit
 - 3. We are waiting on a copy of the proposed lease
 - iv. The Working Group will meet again on the Tuesday of the Dad's Army day
 - Planning workshop – follow-up session will be on Sunday 12 August at Caversham.
 - Deaths of Ron Bairstow and Leo Wybrott.
9. **State of Play Reports:**
- a) **Competition:** Paul Bartlett reported that:
 - A debrief on the Albany Classic was held recently:
 - i. There was general agreement that the event was a success
 - ii. We need to clarify CAMS requirements for fire marshals
 - Collie Coalfields 500 – planning is underway
 - Goomalling Sprint – cancelled due to lack of support from shire and other events on adjacent weekends.
 - b) **Workshop:** Ron Fabry reported that:
 - An historic workshop is being established in the generator room at Caversham and members' contributions of suitable artifacts, tools or car parts are welcomed.
 - He has invited other car clubs for informal gatherings.
 - The Dad's Army Christmas-in-July on 24 July will involve a tour of the WA motor Museum and lunch at the clubrooms.
 - He is investigating the history of the Caversham car.
 - c) **Library:** Mark Jones reported that some books had been donated.
 - d) **Social:** Michael Broughton reported that he is investigating the design and cost for new banners to promote the club at events.
 - e) **Regalia:** Rob Ozanne reported that Joy Brewster-Jones has offered to assist Ivan Okey with regalia.
 - f) **Caversham:** Brian Eyre spoke on the work he has done to:
 - document the trees requiring removal around the D Circuit for safety and as a fire break; and
 - survey the D Circuit and site for clubrooms.

10. **General Business:**

- Rob Mitchell asked all scrutineers to support the CAMS Scrutineering Panel and asked for scrutineers for this Sunday at Barbagallo Raceway.

11. **Guest speaker:** Craig Saywell spoke about the modified 1974 Mazda RX3 coupe which he had on display at the meeting, which he bought in Melbourne three years ago and in which he competes in the Speed Event Series and regularity events.

12. **Next Meeting:** Monday 6 August.

13. **Meeting Closed:** 9:28 pm.

Guest Speaker August Meeting

The guest speaker for August is Martin Falconer, the person who restored Rob Ozanne's 240Z. Martin is a guru on Datsun Z restoration and race preparation. His talk will focus on car restoration. As well as Rob's car Peter Harrold will bring in his 280Z competition car (built by Martin) and Pete will contribute to the discussion. We are also hoping to bring in a surprise car but that isn't certain at this stage. The format will be the expert panel out front answering questions fielded by the audience.





STAGE 2



PLANNING FOR THE FUTURE WORKSHOP

The Stage 2 Planning for the Future Workshop will be held at the VSCC Clubrooms on Sunday August 12, 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 August 6 to:
Rob Ozanne, 0429 556 134 or jenrob@westnet.com.au

NOTE! DEADLINE FOR ARTICLES AND ADVERTISEMENTS FOR THE SEPTEMBER 2018 ISSUE IS AUGUST 11, 2018.

VSCC OF WA CALENDAR 2018

August

- 4 Workshop Saturday
- 6 General Meeting
- 12 **Planning Workshop Stage 2**
- 14 Management Committee
- 20 Competition Group
- 21 Dad's Army Working Bee
- 28 Dad's Army

September

- 3 General Meeting
- 8 Workshop Saturday
- 11 Management Committee
- 17 Competition Group
- 18 Dad's Army Working Bee
- 25 Dad's Army
- 29 Collie Hillclimb, Collie Motorplex Club Hillclimb Championship Rd 2
- 30 Coal Fields 500, Collie Motorplex Club Regularity Championship Rd 3
State Historic Race Championship

October

- 1 General Meeting
- 6 Workshop Saturday
- 9 Management Committee
- 15 Competition Group
- 20-21 All Historics, Barbagallo Raceway
- 23 Dad's Army Working Bee
- 30 Dad's Army

November

- 3 Workshop Saturday
- 5 General Meeting & AGM
- 13 Management Committee
- 19 Competition Group
- 20 Dad's Army Working Bee
- 27 Dad's Army

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EDITOR'S RAMBLINGS



They Say It's Progress

Every month the RAC sends me a news email, which can be a worry...

The June issue had an article entitled *The Changing Way We Buy Cars*. It told how it is "becoming as easy as clicking a button". That will work for some people, but I can see there being a lot of dissatisfied customers.

How many of us have bought a car without actually driving it? I have, twice. The first was a Triumph 2000 and once I had replaced the totally stuffed gearbox mounts, it was really a nice car. The second one was an expensive mistake.

I did everything the RAC recommends in terms of doing my homework. I consulted the press and motoring publications to find the best replacement for our Mazda 121 "Bubble". The little Mazda had run reliably for over 330,000 kilometres, but it had been showing signs of old age and when a small bolt jammed the starter motor (I never did find out where the little bolt came from), it seemed time to retire the 121. We'd bought it in 1996 when I left the RAC and it was now (2006) ten years old.

We only wanted a small car and the obvious candidates were the Ford Fiesta and the Mazda 2. My wife dismissed the little Hyundai as agricultural and the European cars were a bit pricey. Everything I read suggested that the Mazda 2 was the right car to buy. The Fiesta was condemned by a number of motor noters for having a "coarse" engine, while the Mazda unit was very smooth. So I did a deal with my friend Frank, dealer principal at Wood Bros Mazda for a new 2. We went for the top spec Genki model, but disappointed Frank, who was a strong advocate of "auto, air and steer". We ordered a black Genki with manual, not auto, transmission. That car was an expensive mistake!

I hadn't driven the new 2, so I was horrified to find that the steering was incredibly light, as were the brakes. It was only when the front of the car started to move to one side that I was convinced that there was any connection between the steering wheel and the front wheels. It was like driving a video game! The brakes were so light that if you gave the pedal a hard look the car performed a crash stop! Neither Helen nor I could come to terms with the thing, so we sold it and the MX-5 became our daily driver.

Now the RAC is suggesting that we buy our next car at a shopping centre or even online so that the first you see of your car is when it is delivered to your door or you arrive at the specified dealer to pick the thing up. I won't even buy a pair of trousers online, because I want to make sure that they fit before I buy, so why would I spend thousands of dollars on a car without seeing it and driving a sample first? I learned my lesson with the 2.

Austin Seven Connection

Back in 1996, my wife and I attended the June VSCC Silverstone race meeting. It was a very friendly meeting, with all the competitors very willing to chat about their cars as I wandered through the paddock. Helen found the spectators equally friendly and chatted with a group in one of the stands. I should mention that the entry price of £10 each allowed access to the stands, the paddock and, of course general spectator areas. It was very good value. Of course, the



debris fencing did get in the way when taking photographs.

The bloke in the photograph is one Tony Leslie. He pulled up on the grid and turned his engine off. Obviously it would overheat if kept running. An official came over and there was much waving of arms (we couldn't hear what was said) and the official eventually gave up and walked away. At the one minute board, Tony reached into the cockpit and - we presume - turned on the ignition. He then cranked the engine (see photo) and then rushed back around to the cockpit to lean in and hit the accelerator with his hand before jumping and preparing to start the race. I don't know if he would get away with that now...

It Ain't What You Know...



ATCC Wanneroo, 1985 saw Jim Richards in the BMW 635 CSi on pole with Peter Brock's Commodore alongside. Dick Johnson's Mustang is alongside Robbie Francevic's Volvo on the second row. Remember the wide open spaces of Wanneroo?

Over the years the old bloke with the little MG (sorry Ron) has built up an impressive list of contacts, including Rick Thompson of Westquip.

Rick sent me the photograph on the left of the grid at the Wanneroo Park round of the ATCC in 1985. Lots of open space back then with no timing tower and the spectator area at what was then, if memory serves, Yokohama Corner extends right into what is now the extended paddock and the club house - and it is packed with spectators!

I never could understand why the WASCC insisted in destroying the most popular spectator area.

Rick also sent me a photograph of a flathead V8 on an engine stand built

up from Dexion (right). As Rick pointed out in his email, useful stuff Dexion, and it could be very useful for engine and other stands for the Old School Workshop.

Actually, a V8 engine on display would be appropriate as the old V8s showed up in quite a few WA-built specials. We might also remember that in 1951 the Australian Grand Prix at Narrogin had, at one stage, four Ford V8s in the first three places.

Planning for the Future Workshop – Stage 2

Don't forget the Planning for the Future Workshop – Stage 2, following on from the successful Stage 1 workshop on April 22. It is to be held on August 12 at the Caversham Clubrooms from 9 am. Lunch is supplied so be sure to let Rob Ozanne know you are coming by August 6 so that you get something to eat. Details on page 6.

Bob Campbell



DAD'S ARMY NEWS



Hugh (left) and Geert pose with Hugh's Seven

Austin Seven Visit

Hugh Fryer and Geert de Klerk visited Dad's Army on Saturday July 7 to chat about Austin Sevens, still a less expensive way of getting into historic motor sport.

The tiny cars are truly minimalist. Their diminutive size is explained by Herbert Austin having measured garden gates in his local area and then made the car narrow enough to be driven through the gates into suburban front gardens. He wanted everyone to have access to off-street parking.

The Seven's motor sports history includes many wins in Britain and Europe plus first

place in the inaugural Australian Grand Prix at Phillip Island in 1928. Incidentally, that race wasn't a handicap but cars were limited to under two litres. The little Austin, driven by Herbert Austin's son-in-law Arthur Waite, also won Class A (up to 750 cc), there being no capacity penalty for having a supercharged engine in those days. It couldn't have hurt its performance that the Austin weighed only around 300 kg. The factory modified engine was developing around 37.5 bhp compared with the standard car's 10 bhp (that's around 125 bhp per ton).

Back to Hugh and Geert... Hugh, supported by Geert, described the Seven to the Dad's Army crew and found them a most appreciative audience. Hugh then took Graeme Whitehead and Ron Fabry for short rides in the Seven. Afterwards Ron said: "It was quite surprising how nimble and quick the old girl was!!"

Caversham Car Creator

Ron Fabry and Bob Campbell spent a delightful morning recently with Ray Harris and his wife Margaret (photograph left). Ray, with the late Ken Jones, set up Pinner Plastics, the company that moulded the body shell of the Caversham Car.

Ray remembered many details of the events that led to the production of sports car body shells in Gosnells. Interestingly, the company was originally called Southern Cross Plastics, but the company that manufactured Southern Cross Windmills objected, so the name was changed to Pinner Plastics. Pinner is a village (now a North London suburb)



See! There is room for two. Hugh takes Graeme Whitehead for a spin in the Austin.





between Ken's home town of Rickmansworth and Ray's home town of Harrow.

When Ray saw the photographs of the Caversham Car in the July issue of Vintage Metal, he said: "That's me in the hat!" Margaret confirmed that the photograph (reproduced at left) was indeed of Ray. Then she told us what happened to the hat.

Apparently Ray and Margaret were driving in the country with their children in the family car when one of the little ones became car sick. Looking for something to protect the upholstery, Margaret grabbed Ray's hat... The hat did not survive the incident.

Ron and Bob are working on producing a booklet describing the origins and history of Pinner Plastics and the Caversham Car. Bob has said that he will have to revisit Ray and Margaret to clear up some details of the story – but we know he is going back to have a closer look at Ray's model railway layout.

Ray actually started out as a carpenter and joiner, a trade to which he returned when the sports car business dropped away. He is still (at almost 90 at the time of writing) producing beautiful furniture for family members.

Historic Workshop

Dad's Army is still looking for donations of motoring artifacts, tools or car parts for the Historic Workshop recreation at Caversham. The range of articles already donated is remarkable, for example the three items in the photograph at right.

In the top left of the photograph is one of those little jacks that all of our cars used to come with before run-flat tyres and little cylinders of magic gas to re-inflate flat tyres (do they really work?).

Next to the jack is a battery charger of the type that used to be found in every service station workshop. How long is it since you saw one of those...or even a service station workshop?

The chain-block labelled 2 tons is probably a relic of a truck workshop or a country service station where farmers might bring in trucks, tractors or other farm machinery for major work. For those who struggle with imperial to metric conversions, 2 tons is only a few kilograms over 2 tonnes.



DAD'S ARMY DATES – 2018

	WORKSHOP SATURDAY	WORKING BEE TUESDAY	DAD'S ARMY TUESDAY
AUGUST	4	21	28
SEPTEMBER	8	18	25
OCTOBER	6	23	30
NOVEMBER	3	20	27

VSCC NEWS



New Clubrooms

As Rob mentioned in his *From the President* column (page 3), the site of our current clubrooms is scheduled for redevelopment next year, so we need to move ahead on planning for new premises.

The new premises will need to provide all of the essential features of the current clubrooms, with workshop space and provision for social functions such as club barbecues as well as the obvious need for a large meeting room.

Rob has described the preferred site as being on York Street, a gazetted road that doesn't actually exist as a road. There was a road there once, and it provided an alternative entry to the old Caversham racing circuit, feeding cars into the Shell Hairpin at the eastern extremity of the circuit.

The photograph above shows the probable building site, close to the old track and nice and flat, which should minimise site works. The shot on the right shows the frontage of the property on West Swan Road, just north of the Caltex service station and Swan Valley Caravan Park.



Traffic can be heavy on West Swan Road, so considerable thought will have to go into planning the entry to the property, although once in there should be ample space for parking. The driveway will be long because of the favoured position of the clubrooms towards the rear of the block, close to the D-circuit.

Adjacent to the building site is the old Shell Hairpin of the Caversham D-circuit. The photographs below show (left) the approach to the corner and braking zone before the cars swung right and (right) the exit where the cars accelerated away toward a left hand sweeper in the distance. It might not be the tightest of hairpins, but it was a lot of fun, especially with fading brakes...





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4-5 AUGUST 2018

Entries Open May 2018. For more information & entry, visit www.vhrr.com

Photos courtesy Peter Ellenbogen.

THOUGHTS ON THE FUTURE

The following are my thoughts, and should not be attributed to the VSCCof WA or any ordinary or committee members of the club. I thought I should make that clear before I start.

The club had a Planning Workshop back in April and there will be a second, follow-up, workshop on August 12. I threw a lot of ideas around in articles in *Vintage Metal* in the months leading up to the April workshop and that sparked a number of letters to the editor on the subject of the club's future. I've left it a bit late this time around for you to write to the editor with your ideas, but you can discuss them with committee members or with people who intend to attend the August workshop – or you could attend the workshop yourself.

Caversham Thoughts

Since that first workshop the Caversham Committee has examined possible sites for the new clubrooms, including the West Swan Road site that backs on to the old Caversham circuit at the Shell Hairpin. The committee has reported its findings to the Management Committee and it seems that the West Swan Road site is the favoured option.

Looking at the report on the April workshop in the June issue of *Vintage Metal*, a number of points were made about where we should be in five years. One point that leapt out at me was: "Running races and other events at Caversham". This struck me as somewhat optimistic. CAMS has quite stringent requirements for race circuits and achieving the necessary level of safety could be very expensive. Running events around the D-circuit also involves at least a partial road closure so that we can have a main straight. The road that has to be closed is to be a dual carriageway and an important road in the area, which would limit the opportunities to close it for our events. However, as we do close the main highway through Northam each year, perhaps I am being overly pessimistic.

Chatting with one of the VSCC's older members and long time competitors, we discussed the possibility of using part of the D-circuit as a sprint course, a sort of horizontal hillclimb, which would avoid the need for a road closure and might be an easier prospect when it comes to meeting CAMS requirements.

Joint Ventures

Some of the suggestions for where we should be in five years that came out of the April workshop make a lot of sense, but they also expect a lot from our limited pool of volunteers. There are two ways that I can see to increase the size of that pool. The first is a concentrated membership drive, and that is probably a requirement for the continued good health of the club. The second is to join with other clubs in the running of events of mutual interest. Some 35 years ago I can remember the WASCC enlisting the aid of the MG Car Club to supply officials, particularly crowd control marshals, to help in the running of the York Flying 50, but I think that the opportunities for joint ventures goes far beyond that. For example, I believe that the Triumph Sports Owners Association runs Super Sprints at Barbagallo Raceway and invites the Porsche Club to join them. That sort of event is suited to those of our members who have faster and later model cars. As our membership grows, or indeed if we want our membership to grow, we need to cater for an ever widening range of cars from the pre-war Group J and K cars to much more modern models that might be only 10 to 15 years old.

It is obvious that a pre-war Austin 7 is not a suitable candidate for sharing track time with an early 21st century Porsche Turbo or the later evolutions of Subaru WRX and Mitsubishi Lancer sedans, and an Elfin Catalina wouldn't mix well with either. Different events will suit



cars from different periods and this must be taken into consideration. Perhaps we should look at the example of the Sporting Car Club of South Australia, which has avoided splintering into many smaller clubs by establishing Sections for the different categories of cars. Each section has a sub-committee that provides a representative on the club's general committee so that every part of the club has a voice and they can work together to make sure that there are events to suit each Section.

Joint ventures with clubs that cater for cars of similar performance to each group of our club members' cars would give everyone the opportunity to compete without feeling overwhelmed by much faster cars or having slower cars get in the way.

Courses for Horses

The last round the houses race meeting in Western Australia was the Tom's Tourist Trophy meeting at Geraldton on August 29, 1965, so there is an argument for restricting the Albany and Northam events to cars built and raced before the end of 1965. That's not the sort of decision that can be taken lightly. After all it would disqualify the spectacular V8 Falcons, Toranas, Commodores and the less common Camaros and Mustangs.

All-out speed events on the long circuit at Barbagallo are not terribly attractive to drivers of small engined sports car of the 1960s, let alone the pre-war tiddlers, but it is the ideal venue for long-legged Jaguars and the highly developed racers of more recent years. The smooth track surface is much more friendly to the low-slung open-wheelers and sports racers of the wings and slicks or ground effects eras than the rough streets of Northam or Albany.

We must look at a judicious choice of events to cater for all of the members of the club, using both the long and short circuits at Barbagallo and the recently upgraded facilities at Collie. Hillclimbs at Jack's Hill, Mount Ommanney and Mount Clarence and other one-at-a-time events cater for cars with a wide range of performance as they are run against the clock with no car versus car competition. If a sprint course can be conjured out of the D-circuit at Caversham, that would provide another suitable venue for all members to enjoy.



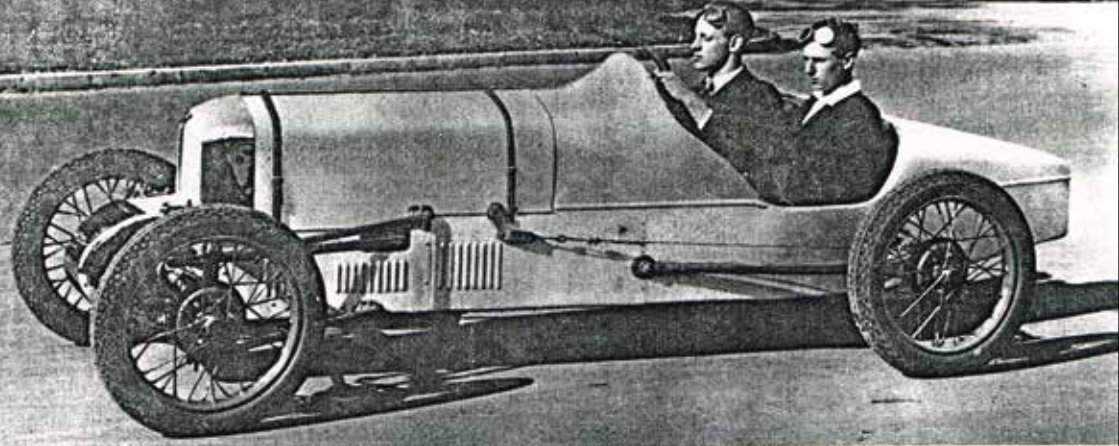
Summing up

To sum up, there are many possibilities for the future development of the club, and these thoughts cover only a few of them. If I have prompted any thoughts from you, the members of the club, don't keep them to yourself. Either come along to the August Planning Workshop on the 12th at the clubrooms, starting at 9 am or pass your thoughts on to someone who is attending and who will put your points to the meeting.

Remember to let Rob Ozanne know by August 6 if you are coming to establish numbers for lunch, which will be supplied.

Bob Campbell

CHAMBERLAIN SPECIAL AN AMAZING AND UNIQUE AUSTRALIAN SPECIAL



Bob Chamberlain and engine builder Eric Price take the special for its first drive in May 1930

The Federal Government has gifted \$200,000 to Australia's leading National Motor Museum to purchase an iconic classic car.

Built in 1928, the Chamberlain 8 "Australian Special" race car with its unique features and fascinating history, could soon be front and centre in the South Australian-based museum.

Encapsulating the interest of museum director Paul Rees, the museum has spent the last 18 months fundraising for the vehicle and now, with thanks to the National Cultural Heritage Account funding, is only a few thousand dollars away from its dream.

Having previously received a \$40,000 State Government grant, the federal grant puts the museum in a strong position to acquire this unique and historically significant car.

"The whole kit and caboodle costs around \$320,000 so this grant has got us almost to the finish line," Paul said.

"There are many vehicles out there but this one really caught our attention, it is a fantastic example of Australian ingenuity."

It was built by Melbourne brothers and engineers Alan Hawker 'Bob' Chamberlain and Howard Francis 'Bill' Chamberlain in 1928 and 1929. Known as the Chamberlain Special it boasted such features as a triangulated space frame with independent front and rear suspension and front wheel drive with constant velocity joints designed and built by Bob. It was powered by an Indian Powerplus engine later fitted with Norton barrels and developed to the point of unreliability. The car was better suited to sprints and hill climbs and won its first race, a hillclimb, at Wheelers Hill in 1930. It competed in three Australian Grand Prix events on the dust at Phillip Island in 1931, 1932 and 1933.

In 1934 Bill began development of a new engine for the Chamberlain Special and went way beyond the norm for the time. Possibly the most elaborate motor ever built, it was a one litre



The independent suspension of the Chamberlain Special



Early testing with the two-stroke engine near Keilor

(1004 cc) two stroke with 4 cylinders and 8 pistons, two crankshafts and a roots type supercharger. It was instantly recognisable by its scream as it revved up to 7000 rpm. At a sedate 5800 rpm it developed over 80 bhp, but that was on pump fuel. Later development using alcohol based fuels saw much more power, but it was never measured on a dynamometer.

It proved very difficult to



Bob racing the car at Mt Tarrengower in 1989. Note characteristic smoke cloud.

get spark plugs to work in the engine and development ceased during World War II. Wartime developments in spark plug technology meant that a



Rear view of the car at Speed on Tweed

cousin of the brothers, Jim Hawker, was able to design special

spark plugs that lead to greater reliability for the engine. Still ideally suited as a sprint and hill climb car, Jim won many events and was a popular performer especially at Rob Roy where the squeal of the motor and two stroke trail of exhaust smoke became legendary.

The car was retired in 1949 and not run again

successfully until the fifty year anniversary of the Australian Grand Prix in 1978. An attempt to run in 1973 was cut short when old castor oil in the engine clogged the oil passages. After a great deal of work the engine was restored to working order and the Chamberlain Special was prepared for historic racing.

It had a remarkable career in the historic ranks with the Chamberlain brothers until 1989. After the death of the Chamberlain brothers, John Hazelden acquired the car in 1993. Hazelden used the car...and enlisted Jim Hawker's help to prepare it, competing at Geelong, Winton, Mount Tarrengower, Rob Roy, the Adelaide Grand Prix and at the Albert Park Grand Prix carnival.

In the first decade of the 21st century, the car changed hands and came up for auction in November 2016, but was passed in. Since then the National Motor Museum at Birdwood has been working towards acquiring the unique Australian special for its collection.



The Chamberlain Special in company with a classic Bugatti at Speed on Tweed

Vale Ronald Edward (Ron) Bairstow

October 7, 1939 to June 30, 2018



Ron with the restored Duffen Charger at the 2018 Hot Rod Show

Ron Bairstow was a country boy, but never settled to living on the land. After National Service and finding that his chosen career in pharmacy was not for him, he took up a cadetship in journalism.

In the meantime he had begun to indulge in motor sport, first with the family Austin Healey 100 and later with the ex-Harley Pederick TQ that Ron and brother Derek bought and developed. Running Triumph engines, 500 cc for speedway and 650 cc for sealed road events, the little car was reasonably successful but retired at the end of the final Caversham season in 1968.

From print journalism Ron moved first to television then to promotions, co-founding Bird, Bairstowe and Associates in 1972. Clients included Wanneroo Park, Claremont Speedway, Ravenswood International Drag Raceway, Ian Duffen, Toms Tyres and Bob Jane.

His promotions frequently involved motor sport, from the Australian Sports Sedan Challenge at Wanneroo in 1975 (with Ian Duffen) to Stunt Spectaculars in 1979. Also in the 1970s Ron helped found the Avon Descent.

He competed in several Six Hours races, notably in 1971 with Stan Starcevich and Stuart Kostera in the Graduate and with Ian Duffen in 1972 with the Charger in near stock E38 form. He was involved with the promotion and development of the Charger in its many forms. During the 1970s and 1980s he was active in promoting speedway, road racing and drag racing until the closure of Claremont Speedway and Ravenswood Raceway and his own move to Queensland in 1988.

On his return to WA in 2005, Ron became involved again with the VSCC, WA Sporting Car Club and Jaguar Car Club. He was a regular at the Port Denison Sprint, Goomalling Flyer and Mount Clarence Hillclimb plus Jaguar and Charger Club track days, Jaguar coffee mornings, Classic Cars and Coffee meets, Classic Car Shows and more.

He became well known for his BMW 3-series powered by a Lexus 4-litre V8, with which he showed a clean pair of heels to more exotic cars and much younger drivers. But it was in his Mazda MX-5 at the Jaguar Club track day on Wednesday June 27 that he suffered his fatal heart attack. He slipped away peacefully the following Saturday.

As his son Brett said in his eulogy: "He will be sorely missed. A remarkable gentleman, or rather a character, in an era when the characters are disappearing."

I must thank Brett Bairstow and Phil Shephard for their assistance in compiling this obituary.
Editor.



Ron in full flight in his Lexus V8-powered 3-series BMW

The 2018 Bay to Birdwood In Memory of Arthur Clisby

The Bay to Birdwood is one of the world's great historic motoring events. It was first held in 1980 and was a biennial event undertaken in even numbered Years focused on pre-WWII vehicles. This date range focus has changed over time and the 'Run' – still held in even numbered years – is currently focused on veteran, vintage and early classic vehicles manufactured up to December 1959.

The 2018 Bay to Birdwood Run is a one-day event for vehicles manufactured up to 31 December 1959 and will be held on Sunday 30 September 2018.

The closing date for early bird entries is Friday August 10, 2018

The 2018 event is limited to 1750 vehicles. Should this number be reached at any time leading up to the event, entries will be closed.

Entries cost \$69 for vehicles, \$55 for motorcycles.

You can enter online and find details of the event at baytobirdwood.com.au.



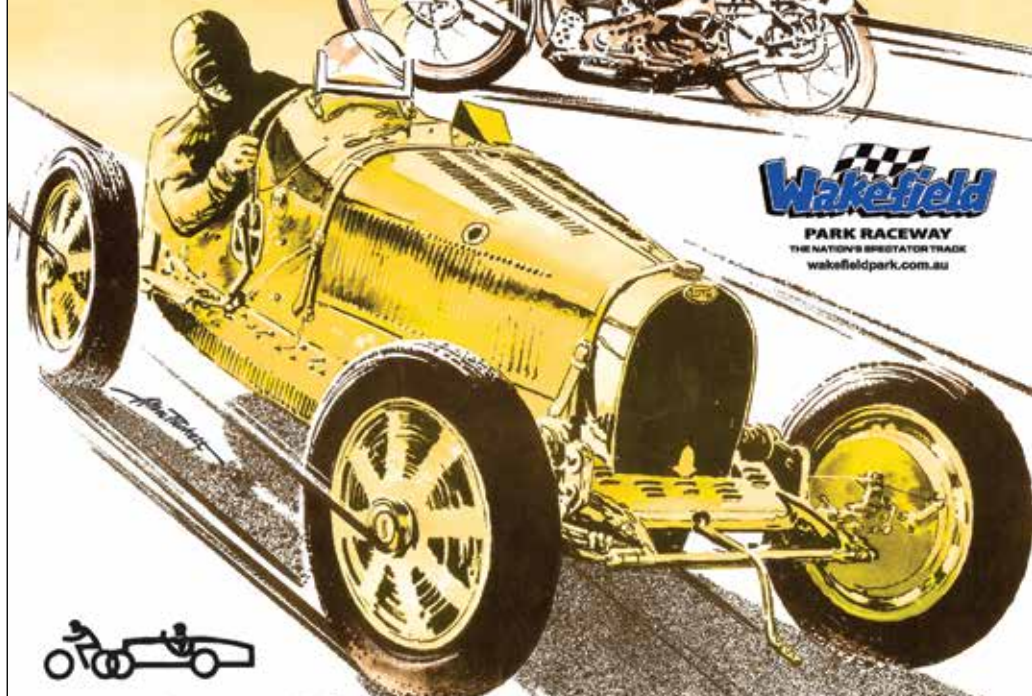
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COLLECTORS' BOOK REVIEW: HISTORIC RACING CARS IN AUSTRALIA BY JOHN B. BLANDEN

HISTORIC RACING CARS in AUSTRALIA

John B. Blenden



If you want to know about historic cars raced in Australia, the first place to look is not Google, but this book.

The late John Blenden's magnum opus, this second edition of *Historic Racing Cars in Australia* describes a vast range of historic cars built from the earliest days up to 1970. John's death on May 16, 2004 robbed Australia of its greatest motor racing historian and a great enthusiast for historic motor sport who loved to compete in his C-type Jaguar, original AC Cobra and other great old racing cars from his collection.

This book was published posthumously by Turton and Armstrong and sales for many years were by mail or internet order from the Blenden family, where I bought my copy.

The cars described range from the ex-Ron Thorp AC Cobra, winner of the Six Hours Race at Caversham in 1966 to the Eldred Norman built Zephyr Special, owned since 1982 by Graeme and Robyn Snape, who brought the car to WA in 1983 for the York Flying 50, but Graeme wrapped it around a tree on Mount Brown competing in the

hillclimb. So the first and last cars in the book have a Western Australian connection. The Zephyr Special was rebuilt after its York mishap and the Snapes still compete with it.

Other cars of interest to Western Australians that are described in the book include the ex-Bib Stillwell Cooper Type 53 that was sold to Don O'Sullivan, crashed by him at Warwick Farm and rebuilt into a sports car that later, in the hands of Stan Starceвич, became the Graduate and the SS-1. (That story appears in the October 2012 issue of *Vintage Metal*.)

The bobtail Cooper Type 39 sports car that Peter Briggs owned for some years, first imported brand new by Bill Patterson in 1956, is also described, as are the ex-Peter Briggs and Bob Jane Lightweight E-type (right) and the D-type Jaguar that resided for some years in the York Motor Museum.

If you are looking for the history of the two Alta racing cars that raced at Caversham, this is where to look. The supercharged car raced by Syd Anderson





Jim Ward in the then immaculate Alta at Caversham in 1961

and Jim Ward was originally owned by Robert Cowell, who became Roberta Cowell, before the car was imported to Australia by Gib Barrett, who raced it at the 1956 Australian Grand Prix at Albert Park. Syd Anderson then bought it and raced it in the 1957 Australian Grand Prix at Caversham. After Syd's death the car was acquired by Jim Ward who raced it but it deteriorated as it became less competitive. Jim Harwood bought it from Ward, restored it and sold it to John Dawson-Damer before buying it back in 1981 on behalf of Peter Briggs.

The other Alta was imported to Australia without an engine by Bib Stillwell in 1954 and equipped with a Holden engine. Murray Trenberth owned it for some years by which time it was fitted with a Repco crossflow head. Trenberth actually raced it at Caversham in 1961 alongside Keith Rilstone in the aforementioned Zephyr Special, competing against Doug Green in the 3-litre Ferrari in the WA Racing Car Championship. David Rockford (David Drew) bought the car, by then known as the Repco-Alta, in 1964 and he raced it at Caversham. It then went to Jim Harwood who sold it to Lord Doune in Scotland where it formed part of his collection in his (since closed) museum.



Ray Barfield cornering the DB3S Aston Martin at a round-the-houses event in 1961

The Ray Barfield Aston Martin DB3S is another once WA-owned car that is described, and another car that is no longer in Australia, having been sold to Dudley Mason-Styron in the UK in 1991.

The most famous car with WA connections described in the book is the Doug Green Ferrari Type 500/625, although if Ferrari's naming conventions were followed, by the time it was raced down-under by Tony Gaze and Lex Davison, it should have been referred to as a Type 750 as a 4-cylinder, 3-litre car. In fact, the engine fitted from the 1956 season on was a Type 750 Monza sports car unit with higher compression to run on alcohol fuel.

After Gaze and Davison, the car passed to Doug Green in WA, who raced it with some success, before it passed through various owners in WA and the UK before reaching its current home in the Donington Collection. It was the Donington people who discovered that it was the car used by Alberto Ascari when he won the 1952 and 1953 World Championships. It has since been restored to 2-litre Type 500 configuration.

Finding a copy of this book to buy is not easy, but it will reward your efforts.



Lex Davison, Ferrari, at Albert Park in 1956

Bob Campbell

JK&L SQUARE RIGGERS UPDATE



EVENTS FROM HISTORY AND HISTORIC EVENTS

Red Dust Revival

Good news this month from the Red Dust Revival. The City of Kalgoorlie Boulder has agreed to sponsor the event from 12 to 16 September 2019 (yes, next year). This will enable the entrance track to Lake Perkolilli to be relatively flat for car trailers, barriers laid out and toilets and water to be available at the camping ground.



A Model A roadster at Perkolilli in 2014



Peter Briggs' 1904 Napier recreation, built by Bob Chamberlain around a genuine engine

Also, we're looking at making the circular track a little wider to enable massed cars to cross the finishing line.

Lots of planning is underway. The Goldfields Branch of the Veteran Car Club has announced that it will be conducting a Goldfields Rally to coincide with the event. The City of Kalgoorlie Boulder has had discussions with several other motorsport groups to create a festival of motoring spanning two weeks around the event, so stay



Tom Benson in his Chevrolet Special

tuned for more announcements.

We have had competitor enquiries now from Darwin, South Australia, Queensland and New South Wales so it is shaping up to be very much a national celebration of the glory days of claypan racing. The event is open to any pre-war car (or a pre-war design such as MG TCs at the discretion of the organising



1920s style racer at the Kalgoorlie Motor Works

committee). Fast or slow doesn't matter. It is all about having fun and reenacting motor sport on the oldest race track in the world which is still in its original form from when racing began in 1914. So borrow, buy or build a car to compete if you don't have one. You've got until September next year to get your car ready.

For fans of two-wheel transport, Greg Eastwood reports that he already has 15 entries for the motorbikes and he has set a limit of 60 bikes.



Peter Briggs at the 1985 York Flying 50

Remembering the Flying 50s

From new events to an event which led to the formation of the Vintage Sports Car Club. Peter Briggs' sale of the York Motor Museum to a local community group in December last year has been a time to reflect on the contribution of York and his York Motor Museum to historic motorsport. It was felt that the time was ripe for a

publication to mark the wonderful years of the York Flying 50 before all the stories and pictures are lost. The photograph book will be put together by Graeme Cocks along the lines of his last local book: *Albany's Racing Revolution 1936-1940. A Pictorial Celebration of the Around-the-Houses Races.*

For those too old to remember, the first York Flying 50 was held in 1981 and the last event



Part of the crowd at the 1982 York Flying 50



The Maybach attracts admirers outside the York Motor Museum in 1983

trundled around town in 1997. There was a total of 15 events. The York Flying 50 was a catalyst for the growth of historic motorsport around Australia. The legacy of the Flying 50s is our club and the events it conducts in Northam and Albany.

Peter Briggs has dived into his photograph albums and he has a good selection of photographs of the early years but the following years are a bit thin: 1980, 1989, 1992, 1993, 1995, 1996, 1997.

We should also include the hillclimbs and the pub-to-pub sprints. It is not just racing photographs we'd like to include but also the action in the pits and around town.

Do you have any great photos you'd like to be considered for inclusion in the commemorative book? We'd also like to hear your written reminiscences of the event. These can be the adventures you had, the crazy things that happened or simply your impressions of the races.

You can send photographs and stories by email to Graeme Cocks at gacocks@inet.net.au. To keep it simple, the pictures need to be scanned at 300dpi with a minimum width of 350mm so they are suitable for reproduction. If you only have prints you can mail them to PO Box 297, Inglewood WA 6052 but please include postage details so that they can be promptly returned.



And remember, as someone once said, "It is more fun to drive a slow car fast than to drive a fast car slow."

Until next time,

Heza Henry

◀ Ian Boughton's Warrior-Bristol chases an MG TC at York in 1981



Some cars we no longer see at Round the Houses. At York in 1981 are Peter Briggs' Blower Bentley and bobtailed Cooper and a Bugatti followed closely by an Amilcar (I think).



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STAGE 2



PLANNING FOR THE FUTURE WORKSHOP

The Stage 2 Planning for the Future Workshop will be held at the VSCC Clubrooms on Sunday August 12, 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 August 6 to:

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

VSCCWA LIBRARY DONATIONS REQUIRED!

Mark Jones, your librarian, is eagerly looking forward to more automotive themed books for the VSCCWA library. It's time for your winter library thinning out! We eagerly await your donations!

Any old workshop manuals are very welcome. Share the knowledge! Another member might be restoring a car and your old manual could be invaluable.

Contact Mark on (08) 9387 3897 or email markljon@iinet.net.au for delivery/pickup



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Email: whiteheadv8@gmail.com



FOR SALE



1990 Ferrari Mondial T 3.4

Log booked Mod Sports Sc. Car has run in FOC Classic Racing events in the UK and Europe for 20 years, competed at Spa, Nurburgring, Le Mans, Silverstone, Oulton Park, Brands Hatch, Goodwood etc, always professionally maintained also competed in many, many hillclimbs and sprints in UK and Europe

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.

Ready to go for the 2018 VSCC events, CAMS Speed events and track days etc.



For more info please contact Bob Walton 0475 066 830



FOR SALE

1949 Riley 2½ Litre RMB

Belonging to the estate of the late Bob Hadaway.

This is a well-known car in WA with a club history file Body appears rust free. Very good interior. Desirable early round instrument dash. New tyres. Licenced (on concession). Engine running but needs full service and carburettor tune.

Unused and stored past 4 years so full mechanical inspection and re-commissioning recommended

This RMB would make an excellent rolling restoration. Urgent sale now required as Wendy Hadaway needs the space. Vehicle located Dianella.

Price substantially reduced to \$4,500 or near offer.

Appointments for inspection may be made for Saturday mornings only by contacting Wendy Hadaway. Telephone 08 9276 4620.

MISSING LIBRARY BOOK!

One of our most interesting, locally VSCCWA member authored books: 'The Red Dust Racers' by Graeme Cocks has disappeared from the library shelves. Please return it if you borrowed it (without filling out the borrow form).

We do encourage people to borrow from our library; but we require that you fill out the borrow/contact form and return the book within 2 club meetings.

EASTWOOD COLLECTION FOR SALE

1939 Dodge Special — \$20,000



Single seat race car, CAMS historic logbook Kb.

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