



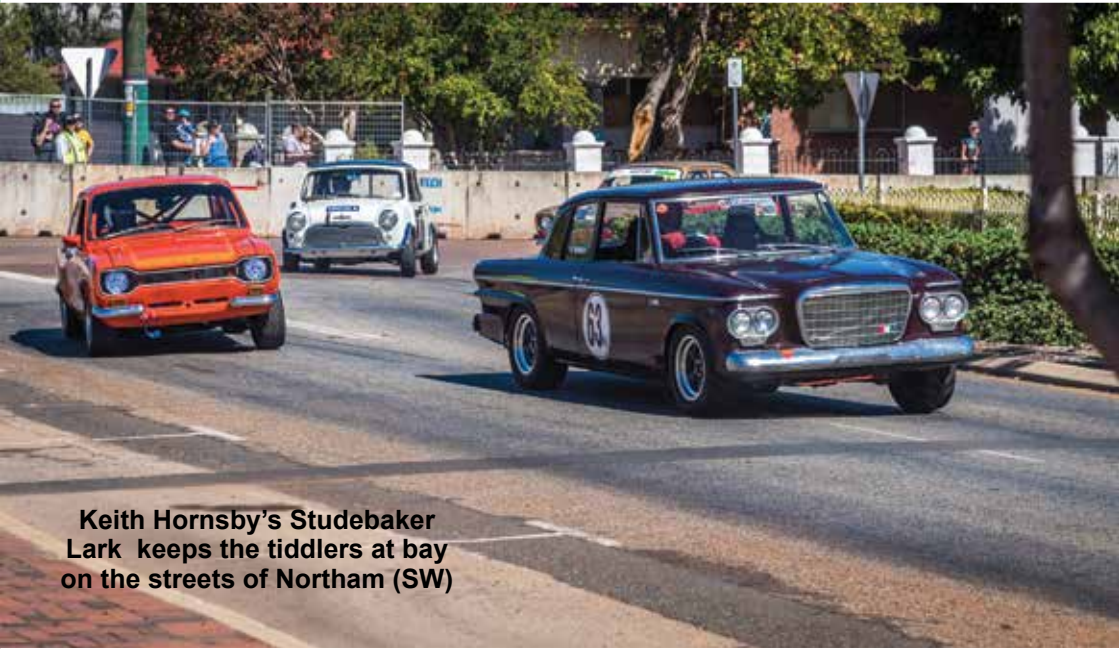
May 2018

Issue No. 325

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

VINTAGE METAL

www.vscwa.com.au



Keith Hornsby's Studebaker Lark keeps the tiddlers at bay on the streets of Northam (SW)

NORTHAM MOTOR SPORT FESTIVAL

PLUS: Classic Car Show
J, K & L Squareriggers at Northam
VSCC and Dad's Army News
Book Review

Next General Meeting: Monday 7th May 2018

Vintage Sports Car Club of WA (Inc.)

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Eligibility Officer: Group N Steve Boyle 0419 904 734
Eligibility Officer: Group S Tony Brett 0427 004 709
Eligibility Officer: Clubmans Craig Bradtke 0408 913 926

FROM THE PRESIDENT



Hi Folks.

The Northam Motor Sport Festival is done and dusted and what a great success it was. All those who were involved in its organisation are to be congratulated. The event seems to get better and better each year. Seventy cars entered the Mt Ommanney Hill Climb, over one hundred entered the Northam Flying 50 and a full field of drivers entertained the crowds at the Twilight Motorkhana on Saturday. The number of spectators at all three events far exceeded anything we had achieved in previous years. The Festival was a non-stop weekend of entertainment and was enjoyed by all who attended.

Once again the 150 Northam Volunteers, led by Randle Beavis, with the support of the Northam business community and the Northam Shire, working in partnership with the VSCC, delivered a very professionally planned and executed event.

One of the highlights of the event was the re-enactment of the Northam Flying 50 races as they were conducted in the early 1950s. What was even more special was watching Craig Atkins win the 2018 event in the same car with which David Van Dahl won the first Flying 50 in 1952; a Morgan +4.

I was very pleased to see the Caversham car on display at Northam. Graham Whitehead and a contingent of Dad's Army members took the car to the Festival and spent the day promoting the VSCC. It certainly generated a lot of interest. It was a pity we didn't combine this with the sale of VSCC regalia.

It's now only five weeks to the Albany Classic on the 2nd and 3rd June and the organisation for that event is well under-way. Invitations to enter are already sent and Friday the 4th of May is the closing date.

Membership renewals for the 2018/19 year will be sent out later in May. There has been a slight increase in the fees but the Management Committee has kept this as small as possible. The new fees are listed on page 12.

Those of you with concessionally-licensed cars will need to pay your fees before the end of June to keep those licences current.

It was with some regret that I had to accept Mike Upton's resignation from the Management Committee. He has been a hard-working Committee member for more than two years and in that time has overseen the introduction of the new Club constitution and provided the committee with wise counsel in putting its operations on a business footing. We wish him well in the future.

The Management Committee has approved the implementation of a new restructured data base and the tools to administer it. This has been a long time in planning and has finally happened. Life for our hard-working Administrative Officer, Sheryl, will be a lot easier. We hope to have this up and running for the membership renewals and the organisation of our next event.

Thanks to Mike Zlatovic for providing supper at the General meeting. The smell of sausages wafting through to the meeting certainly added to the atmosphere.

Next month I will be able to report on the results of the planning workshop held on the 22nd of April.

Drive safely,

Rob Ozanne

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

Minutes of General Meeting

Held at the clubrooms, Caversham, 9 April 2018

1. Meeting opened: 8:00 pm Rob Ozanne presiding, 28 members present. Rob Ozanne presented the trophy to Craig Atkins as winner of the Northam Flying 50.

2. Apologies: Graeme Robson, Len Kidd, Randle Beavis.

3. New Members and Guests: Guest Speaker Lewis Brock; prospective members Mark & Emma Lynch (Valiant VG), Ben Hillary (Falcon XY), Greg Bader (1951 Smith Special) and Peter Schofield (various early Holdens).

4. Adoption of minutes of March meeting

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

5. Business arising: nil

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

Acceptance of the Treasurer's Report:

Moved: Max Gamble **Seconded:** John Illig **Carried**

7. Secretary's report:

Correspondence In:

- a) CMC – March bulletin (GW & BC)
- b) David Conole – Jack's Hill (DM)
- c) Tourism WA – WA Tourism awards (RO, PB)
- d) CMC – Arthur Grady motorcycle display (BC)
- e) Dept. of Communities – invoice for water at Caversham (SS & GR)
- f) Mary-Ann Stewart Robinson – people's choice award at NMSF 2017 (RO & PB)
- g) Wheatbelt Safetywear – remittance advice (SS & GR)
- h) Mark Tamblyn – query re NMSF (PB)
- i) Warren Bishop – vehicle eligibility (PB)
- j) Emma Lynch – membership application (SS)
- k) VCCQ – newsletter (BC & MJ)
- l) Origin Energy – invoice for \$753.49 – scam?
- m) Tourism WA – event signage instructions (PB & RB)
- n) Northam Project P/L – remittance advice (PB & SS)
- o) GM Owners Day – notice for event in November (BC)
- p) CAMS – remittance advice for Albany Classic (VC & SS)
- q) Stephen Pemberton – membership application (SS)
- r) Officeworks – invoice (SS & GR)
- s) VCCWA – newsletter (BC & MJ)
- t) York VCC – York Motor Show in August (BC)
- u) Rare Spares – loyalty cards sent to club if no member address supplied
- v) Motor Museum WA – newsletter (BC & MJ)
- w) Pre-emptive Strike – overdue invoice (SS & GR)

- x) MotorCal – invitation to online motorsport calendar (PB)
- y) CMC – AHMF 2020 National Motoring Tour (BC)
- z) Mercedes Benz Club – German Car Day in October (BC)
- aa) CMC – general meeting agenda (GW & RO)
- bb) Fastphase Classics – Castrol Classic Oil promo (BC)
- cc) Avon Valley Contractors – payment advice (PB, RB & SS)
- dd) Rare Spares – loyalty statement (DM)
- ee) Colin Morrison – query re NMSF (DM)
- ff) I & S Fry – entry for NMSF (PB & SS)
- gg) Shire of Northam – approval for NMSF (PB)
- hh) CAMS – copy of history book (RO)
- ii) LISWA – serial claim (BC & SS)
- jj) CAMS – statement (SS & GR)
- kk) Domain Register – overdue invoice for cavershamrevival.com (DM)
- ll) BC Electrical – invoice for Caversham monitoring (SS & GR)
- mm) Westpac – statement for Business One account (SS & GR)
- nn) ACMA – invoice for radio licences (SS & GR)
- oo) Northam Towing – cheque for NMSF (SS & GR)
- pp) VCC Vic – newsletter (MJ)
- qq) VSCCA – magazine (MJ)

Correspondence Out:

- a) David Conole – Jack’s Hill (DM)
- b) Colin Morrison – query re NMSF (DM)

Acceptance of the Secretary’s Report:

Moved: David Moir **Seconded:** Paul Blank **Carried**

8. President’s Report: Rob Ozanne reported:

- **Northam**

- i. Very successful event with highest number of entries and largest crowd for several years.
- ii. Chamber of Commerce and Shire of Northam were very enthusiastic supporters.
- iii. Secretary to write letter of appreciation to Randle Beavis and his team of volunteers and to Anna Farrell as Secretary of the Meeting.

- **Planning Workshop**

- i. Members of the Management Committee and five members will hold a workshop at Caversham on 22 April.
- ii. The workshop will make proposals to the Management Committee on the major issues facing the club in the coming years, including the proposed lease of the Caversham D Circuit and land for clubrooms.
- iii. The Management Committee will then seek members’ support for any proposals at subsequent general meetings.

- **Acceptance of the President’s Report**

Moved: Rob Ozanne **Seconded:** David Moir **Carried**

9. **State of Play Reports:**
- a) **Competition:** Paul Bartlett reported that:
- **Northam was very successful**
 - i. The Shire was pleased and has offered its support for the next five years.
 - ii. The hillclimb was run in conjunction with the Speed Event Series and had 60 entries; results are on the club's website.
 - iii. The round-the-houses event had 100 entries and was run to schedule in excellent weather.
 - iv. Thanks to all competitors who stayed back after the event to pack up the track.
 - v. Five competitors were shown the black flag for driving too fast.
 - vi. Some discussion on improving black-flagging arrangements.
 - **Albany**
 - i. Entries are now available and will close on 4 May.
 - ii. Scrutiny will be on 19 May at the North Metropolitan TAFE.
- b) **Workshop:** Ron Fabry reported that:
- The Caversham car was displayed at the Classic Car Show and Northam and generated a lot of interest.
 - Thanks to the members who have made extraordinary efforts in building the car.
 - Thanks to the Dad's Army team for resealing the clubroom floors which is now complete.
- c) **Library:** nil
- d) **Social:** nil
- e) **Regalia:** Ivan Okey reported that he will be ordering new long-sleeve shirts.
- f) **Caversham:** nil.
10. **General Business:**
- Sheryl Swarbrick announced that posters from Northam were available.
 - Bert van Zuylen spoke about signs to publicise cars at events.
 - Peter Schofield suggested consideration of a new round-the-houses event at Kondinin.
 - **Supper**
 - i. Thanks to Mike Zlatovic for providing supper tonight
 - ii. Thierry Michot has offered to provide supper for the May meeting.
11. **Guest speaker:** Ivan Okey introduced Lewis Brock who spoke of his early life in Hurstville, Victoria where he, Peter and two other brothers were raised; the restoration of Peter's first car (an Austin Seven special) after his death in 2006 and his work for Peter in the days of Team Brock and the Holden Dealer Team in the 1980s.
12. **Next Meeting:** Monday 7 May.
13. **Meeting Closed:** 8:56 pm

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

VSCC OF WA CALENDAR 2018

May

4	Albany entries close
5	Workshop Saturday
7	General Meeting
8	Management Committee
14	Competition Group
19	Albany scrutineering — North Metropolitan TAFE
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

August

4	Workshop Saturday
6	General Meeting
14	Management Committee
20	Competition Group
21	Dad's Army Working Bee
28	Dad's Army

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EDITOR'S RAMBLINGS



Analogue Dials Vital at 1000 mph

I was reading an article in the January 2018 issue of British magazine *Motor Sport* about Rosco McGlashan's British competitors and their Bloodhound SSC land speed record car and it threw up an interesting point about instruments.

The Bloodhound's dash has two analogue dials mounted on pods either side of the steering wheel. Developed and supplied by Rolex, and highly accurate, they are a miles per hour speedometer (with a scale reading from 0-11 and the legend 'x100') and a matching chronograph and time clock.

To quote *Motor Sport*, "Despite the ability of digital technology to slice a second into fractions of mind-bogglingly small proportions, it is thought that the human brain is quicker to process information provided by a traditional, analogue dial — so, while the central electronic screens will inevitably be more accurate, the Rolex instruments are there to provide at-a-glance data and serve as a fail-safe back-up in the event of a significant systems failure."

Driver Andy Green will use the dials to time the braking sequences required to stop Bloodhound before the end of the 19-kilometre track and to monitor the time of the turnaround between the two runs needed to make any new record official.

By the way, in a shakedown run the Bloodhound accelerated from zero to 210 mph in 8 seconds over 1300 metres. That's just the shakedown.

A New Way To Look At Historic Vehicles?

The following information was extracted from the FIVA web site at www.fiva.org.

FIVA (the Fédération Internationale des Véhicules Anciens, or international federation of historic vehicles) has produced a guide for all those who choose to purchase, preserve and use a historic vehicle.

Titled the 'Charter of Turin Handbook', the guide looks first at historic vehicles as cultural artefacts, arguing that we need to appreciate such machines in a new way. Given the impact of automobiles on our lifestyles and the radical changes they brought to our lives in a very short space of time, historic vehicles should "no longer be seen just as a hobby, a toy for grown-up boys, but rather a part of the cultural heritage of our civilization".

The Handbook then goes on to offer practical advice on the delicate subject of the restoration and maintenance of historic machines, suggesting how owners and enthusiasts might stay true to the principles of the 'Charter of Turin' — a landmark document recognised worldwide by organisations such as UNESCO, the EU and the FIA, that presents a voluntary protocol on the preservation and use of historic vehicles.

A pdf copy of the Charter can be downloaded from:

www.fiva.org/wp-content/uploads/Charter-of-Turin-2017.pdf

FIVA has a new partnership with upcoming web site *classicparts4you*, that will help restorers to track down FIVA-approved components.

In Australia, FIVA is represented by The Association of Veteran Car Clubs in Australia, avcca.veterancarclub.org.au, and in WA by the Veteran Car Club of WA.



Photographs from Northam and Ascot

Thank you to all of those who sent photographs of the Northam Flying Fifty to me. Coming up to deadline I had virtually no photographs. I sent out requests for help and was amazed at the response from members and, through Graeme Cocks, the great photographs from Serafis Wulfz.

Serafis is a young photographer, just setting out, but his shots from Northam indicate that he will go a long way. The front cover picture is one of his and his shots within the Northam article (page 16) are identified by the letters SW at the end of the caption. For copies of Serafis's photographs or to find out if he has any shots of your car, please contact him by email at: serafis.wulfz@gmail.com or mobile: 0435 329 921.

VSCC members Mark Duder, Graeme Cocks and Hugh Fryer also supplied photographs, although Hugh actually supplied shots by Nicole Lothe. Hugh also supplied captions that identified the cars and drivers in the shots, which was a big help and saved me much searching through CAMS results lists.

In every case I have identified the source of the photographs in the Northam article by the addition of the photographer's initials at the end of each caption.



Brian Eyre's shot of the VSCC display at Ascot

I mustn't forget the shots from the Classic Car Show at Ascot Racecourse, which were supplied by Mark Duder and Ron Fabry. Brian Eyre also sent a photograph of VSCC cars at Ascot, which I didn't use in the Classic Car Show gallery, but I have reproduced it here as it shows some of the signage set up by VSCC members to promote the club.

Phillip Island

A number of VSCC members journeyed across the continent to participate or spectate at the Phillip Island Classic. Unfortunately none of them appears to have taken any photographs. However, at least one of our members is mentioned in the Phillip Island story on www.velocetoday.com. Steve Boyle's Lancia Fulvia is described in the article.

Another WA connection is the George Reed built Monoskate V8 Special that is photographed in the story. This car competed in the 1951 Australian Grand Prix at Narrogin, Reed fighting with eventual winner Warwick Pratley's Skate (also built by Reed) until a short in the magneto stopped the Monoskate only half a lap from the finish.

From our ads

The Dodge Special advertised on page 31 of this issue has appeared in a *Vintage Metal* advertisement before. Back in the June 2001 issue of the magazine, the advertisement reproduced at right appeared.

It was priced 10% below its value today, but I bet more than \$2500 of work has gone into it since 2001. When you consider what a 2001 dollar would be worth today, the current price is probably a bargain.

FOR SALE

1938 Dodge Special



Monoposto Racing,
all new construction.
Eligible for Group K. Beautiful car.\$22,500

Contact Max Gamble: 9276 2903 A/Hrs

Bob Campbell

DAD'S ARMY NEWS

Caversham Car Hubcaps and Number Plate

As you can see from the photograph at right, taken by Mark Duder at the Classic Car Show, the Caversham Car spat one of its hubcaps off while being trailered to the show.

If you have any Austin A40 hubcaps with the Austin flying wings pressed into the centre, please contact Ron Fabry (08 9457 9179 or rfabry29@hotmail.com) as we are in dire need of hubcaps in good condition — if possible, no rust — in case we lose any more.

The hubcaps were removed and safely stored before the car was trailered to Northam.



Another item for the Caversham Car is the “Number Plate” created for the car by Lance Barrett and his team (see below). Now we just need a bracket to fix it to the front of the car...



The Caversham Car loaded up ready for Northam.
Note! No hubcaps.



Clubroom Maintenance

As you know (or you should know!), Dad’s Army spends a lot of time cleaning and maintaining the clubrooms.

Recent tasks have included sealing all of the floors, from the meeting and board rooms to the smaller office spaces and the kitchen.

As you can see from the photograph at right, even keeping the meeting room clean and tidy for monthly meetings is a major task, although sweeping is easier now that the floor is sealed with an epoxy coating.



The meeting room with its nice shiny floor is a huge area to keep dust free.



Wally Phoebe mopping out the former library room

The sealing process was threefold. First the floor had to be



Paul Wilkins was hiding his face as he swept out the office

swept, then it was washed and after that the epoxy coating was spread — two coats of it.

While the team was finishing the sealing of the floors, Ron Fabry was repainting the front doorstep, which was suffering from the ravages of time and weather.

If you are a keen club member and have days free during the week or even the odd Saturday, check the Dad's Army dates below and come along. Gates are open from 8 am for a 9 am start. If you get there early you'll have time for heart-starting cup of tea or coffee. We're a sociable bunch. You'll enjoy the company.



All those years with Watty! so that he can paint the doorstep! Ron Fabry wields the brush, Peter van der Struyf supervises.



Bruce Jones, Graeme Whitehead and Denny Cunnold take a break in the library corner



This montage of photographs of the cars and people of the Brabham Racing Organisation is a sample of the memorabilia kept in the clubrooms

DAD'S ARMY DATES - 2018

	WORKSHOP SATURDAY	WORKING BEE TUESDAY	DAD'S ARMY TUESDAY
MAY	5	22	26
JUNE	9	19	26
JULY	7	24	31
AUGUST	4	21	28

Phase-out of Leaded Racing Fuel

The two-year phase-out of leaded racing fuel began on July 1, 2017 and will be complete on July 1, 2019.

By that date, regulations for classes of racing that formerly used leaded fuel will have been amended to allow unleaded fuel. There might be other changes to allow the use of fuels containing ethanol or other non-fossil additives and these changes will be circulated by CAMS as they are implemented.

As information becomes available, *Vintage Metal* will keep members informed about how the changes affect VSCC events.

Albany Classic Entries

Albany Classic entries close on May 4, so if you haven't put your entry in, you'd better get your skates on!

Entry forms and regulations for the Albany Classic and the Mt Clarence Hillclimb are available from Paul Bartlett, email pkbart@bigpond.com, mobile 0419 907 378.

Revised Membership Fees

The Management Committee has reviewed VSCC membership fees and the fees for club year 2018-2019 have been set as shown below.

Membership Type	Fee	Notes
Ordinary	\$160	Increased by \$5
Ordinary (pensioner)	\$120	No change
Associate	\$45	Increased by \$5
Nomination fee	\$45	No change
Honorary (volunteer)	\$85	No change
Honorary (volunteer)	\$50	No change (no Vintage Metal magazine)
Concessional Licence surcharge	\$25	Increased by \$5

CAMS Bronze Scrutineering Training Module

CAMS are running a CAMS Bronze Scrutineering Training module in Mirrabooka on Sunday 27 May 2018. This will probably be the only Scrutineering Course held this year.

Any VSCC team members or officials who work regularly for the club and need to do the training to become a Bronze Scrutineer please go along. Registrations are via the CAMS website — <https://www.cams.com.au/get-involved/officials/training> or contact Simone Watkins (Administration Officer WA) directly on 08 9208 8500.

Castrol Classic Oils Now Available

Fastphase Classics of 6/48 Prindiville Drive, Wangara has been appointed as the Castrol Classic Oil distributor in Australia. Until recently, this very interesting range of Castrol Classic products was not available here.

These Castrol Classic oils and other lubricants are supplied directly from the UK and are specifically formulated to the original manufacturer's viscosities.

Additionally there is also a range of Castrol Classic memorabilia items available.

VSCC members can view the product range on the website: www.fastphaseclassics.com.au

SOME PEOPLE MAKE IT HAPPEN!

This story and photographs were supplied by Mike Upton.

Craig Bradtke and friends busy pouring concrete barrier blocks for the Northam Flying Fifty.



The yard at Bellevue is a well organised production line as three of the VSCC moulds are each filled in turn with concrete and then left to cure. The tricky bit several days later is safely turning the mould and removing the mould from the concrete block. No room for error there...



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.



VSCC (AND OTHERS) AT ASCOT



2018 CLASSIC CAR SHOW

Heading: VSCC cars from front - Mark Duder's Alpine Renault A110, Len Kidd's Porsche 911, Max Gamble's Sprite and the Caversham Car.

Below: The VSCC cars from the other end.

Bottom: What modern Mercedes-Benz could match the style of this 500K?



Above: Paul Bevis's Fiat Abarth Spider.

Below: Bert van Zuylen's Alfa Romeo and Brian Eyre's Peugeot 205GTi





Clockwise from top left: The bloke crouching at left is fascinated by the huge exhaust pipe on this much modified Fiat 500; Paul Bartlett's hard-worked but immaculate Escort RS2000 Mk 1; What! No touch screen? A classic dash the way it should be in this beautiful Jaguar XK; This Ford AA truck makes rat rods look respectable, but it started and ran like clockwork; Lightweight E-type Jaguar looks ready for Le Mans; It could almost be the 1950s with Standard 10, Triumph TR3A and MG TDs.

Photos by Mark Duder and Ron Fabry



Syd Jenkins (Mini) leads Ken Waller (Volvo 142) and Neil Calvin (Ford Cortina) (SW)

2018 NORTHAM MOTOR SPORT FESTIVAL

Photos by Serafis Wulfz (SW), Mark Duder (MD), Graeme Cocks (GC) and Nicole Lothe (NL)

The Northam Motor Sport Festival on April 7 and 8 was another great celebration of various forms of classic and historic motorsport.

The Lindsay Monk Hillclimb on the Saturday morning attracted a large number of entries to Mt Ommanney, just outside the township of Northam, about 100km east of Perth.

The usual VSCCWA numbers were swelled with entrants from the WA Speed Event Series. The overall winner was Peter Morley driving an OMS CF10 with a time of 25.368 seconds. The fastest VSCC member was John Webb in his Porsche Carrera on 29.744 seconds.

The Minson Motorkhana on the Saturday evening attracted a large crowd who were entertained by some spectacular driving skills from a wide range of cars. The crowd was also entertained by a live band organised by the Northam Town Council.

The Mitre 10 Northam Flying 50 “round-the-houses” event on the Sunday attracted one of the largest spectator crowds in recent years. It also drew great support from the Shire of Northam and the local business community.

The field of 100+ entries was split into 5 groups depending on age and classification of the vehicles. Each group of competitors had four regularity events with the results of each being combined to produce the overall winners:

Group 1 Historic Sports & Racing Cars pre-1960	Mike Sherrell	MG TC
Group 2 Historic Touring Cars under 3000cc	Terry van de Wyngaar	Datsun 1600
Group 3 Historic Muscle Cars over 3000cc	Greg Purser	Ford XE Falcon
Group 4 Racing Cars	Craig Bradtke	Lucalia Clubman
Group 5 Sports Cars	Peter Harrold	Datsun 280Z

There was a remarkable result in the feature event of the day, the Northam Mitre 10 Flying 50 for Sports and Race Cars pre-1960. This event is a re-enactment of the original Northam Flying Fifty, first run in 1952. The winner this year was Craig Atkins driving his Morgan Plus Four, the same car that won the event 66 years earlier!

David Moir



Christopher Mackintosh keeps the Bartlett Salmson ahead of Mike Sherrell's MG TC (SW)

We had a drone filming the many activities going on around town, which was another interesting innovation this year. One thing that caught my wife's eye was a group doing blood pressure testing, but hey, on a day of such a high octane and adrenaline I would think their gauges would have been reading high all day. Isn't it interesting that groups like this are testing people of all walks of life at events like ours?



Power by Standard-Triumph. Craig Atkins in the Morgan Plus 4 heads Tony Fowler's TR3A (SW)

hillclimb and motorkhana.

I can only say thank you to the volunteers and the people of Northam who all help to make this the event it is today. I can see this event becoming bigger and better with plans



Peter Hammond's neat Cooper S (SW)

Well, what a day! The weather was kind with over one hundred cars entered on Sunday's around the houses event. Didn't Northam and all the organising committee do a great job with car clubs displays, a side show alley for kids and children's play grounds in full swing around town. We even had our Mighty Caversham Car on display and by all accounts it drew its own special amount of attention!



Christine Malone stays smooth in the Escort (SW)

By all accounts Saturday's events went really well with both spectator and competitor numbers being up again on last year. I'm sorry I couldn't get up to Northam to see the



James Hopper's Escort leads Minis and Volvo (SW)

already in train to grow the event next year. This event is already one of the bigger Historic Motoring events in Western Australia so make sure you come for the ride next year!

Ron Fabry

More Northam photographs on Pages 18 and 19.



Len Kidd leads David Ward in Porsche 911s (MD)



Tom Fowler presses on in the TR3A (NL)



Ross Oxwell enjoys his Brooklands Riley (SW)



Richard Baird enjoys the Hudson Terraplane (NL)



Bert van Zuylen, Alfa Romeo GTV 2000 (MD)



Brian Eyre turns in with the 205GTi (MD)



You too can have a body like mine! Bruce Jones in the Zephyr Special (MD)



Ivan Michelsen (MGC) leads Simon Loh's Alfa Romeo GTV 1750 and a Datsun Z-car (MD)



Ron Fabry's MG Midget leads 3 Porsches and a Datsun into a left-hander (MD)



Clerk of course Dani Meyn conducts the Drivers' Meeting (MD)



Tom Benson exercises the Comic Book Special (SW)



Paul Bevis in his Fiat X1/9 Prototipo (MD)



Glenn Swarbrick's Macon FF (29) alongside Dillon Quinn's Whitehead Special and ahead of a cockeyed Craig Bradtke (Lucalia Clubman) (MD)



Officials' briefing (MD)



Michael Broughton's Porsche 356 keeps company with Bert van Zuylen's Alfa GTV (MD)



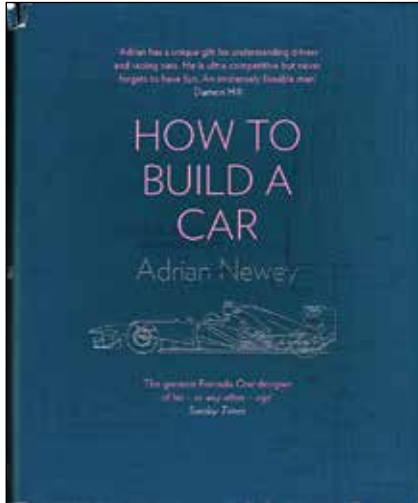
Nick Daniele's Cortina GT chases Terry van de Wyngaar's Datsun 1600. (MD)



Simon Northey keeps his Mustang ahead of a pair of Holdens. (MD)

BOOK REVIEW:

HOW TO BUILD A CAR BY ADRIAN NEWEY



I'm cheating a little with this review as I am quoting the jacket notes, which sum the book up better than I could. Jacket notes first.

The world's foremost designer in Formula One, Adrian Newey OBE is arguably one of Britain's greatest engineers, and this is his fascinating, powerful memoir.

How to Build a Car explores the story of Adrian's unrivalled 35-year career in Formula One through the prism of the cars he has designed, the drivers he has worked alongside and the races in which he has been involved.

A true engineering genius, even in adolescence Adrian's thoughts naturally emerged in shape and form – he began sketching his own car designs at the age of 12 and took a welding course in his school summer holidays. From his early career in

IndyCar racing and on to his unparalleled success in Formula One, we learn in comprehensive, engaging and highly entertaining detail how a car actually works.

He has designed for the likes of Mario Andretti, Nigel Mansel, Alain Prost, Damon Hill, David Coulthard, Mika Hakkinen, Mark Webber and Sebastian Vettel, always with a shark-like purity of purpose: to make the car go faster. And while his career has been marked by unbelievable triumphs, there have also been deep tragedies – most notably Ayrton Senna's death in 1994 during his time at Williams.

Beautifully illustrated with never-before-seen drawings, *How to Build a Car* encapsulates, through Adrian's remarkable life story, precisely what makes Formula One so thrilling – its potential for the total synchronicity of man and machine, the perfect combination of style, efficiency and speed.

My feelings on the book are easily summed up. It is a great read and verges on unputdownable. Newey tells a great story and breaks the book up into sections that each cover the development of one of the milestone cars in his career. Of course, the section also covers the interaction between Adrian and the company concerned.

Before it gets to the cars, the book describes Adrian's



upbringing and education. He was certainly a difficult child. He doesn't present himself as anything other than what he is, which is refreshing and at times highly amusing.

Having been expelled from Repton School (a distinction he shares with Jeremy Clarkson), Adrian continued his studies in between building racing karts and building a special, but achieved his aim of entering Southampton University to study Aerodynamics and Astronautics. He could see that aerodynamics was going to be the most important part of racing car design and his studies were aimed at getting into that field. It probably helped that Southampton University's wind tunnel was used by several F1 teams at the time.

His first designing job was with Fittipaldi, under designer Harvey Postlethwaite. The job interview that led to his employment must be unique. Adrian arrived on his Ducati. Harvey saw that he was wearing leathers and asked about the bike, saying that he had a Moto Guzzi. Harvey then asked if he could take the Ducati for a ride and when he returned from an extended try-out of Adrian's bike, he said: "Right, when can you start?"

Adrian began at Fittipaldi as 'junior aerodynamicist', but as he said: "...because they didn't have any other dynamicists, I was senior aerodynamicist as well."

The book gives a marvellous insight into the methods used by Adrian to design a series of world beating cars — with a couple of blind alleys along the way.

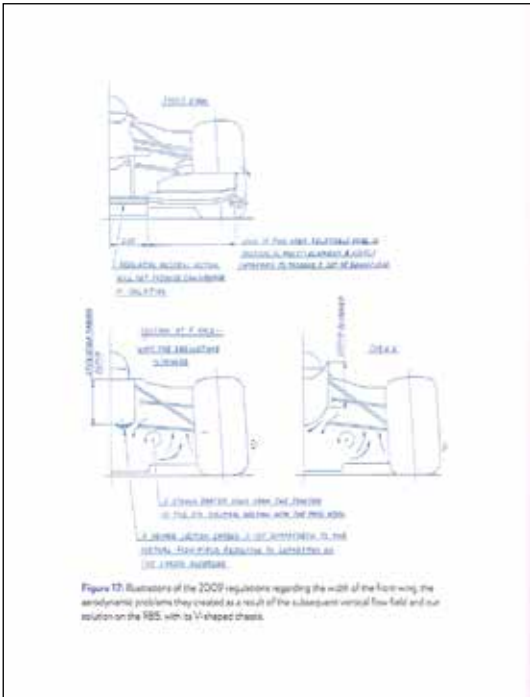
As Fittipaldi faded, Adrian moved on to March, where he learned about race engineering with Johnny Cecotto in the Formula Two team. This led to his going to America for the first time and that eventually led to bigger and better things.

As he tells the story of the development of each car, Adrian provides line drawings of the various components that he designed. It makes everything much clearer in a way, but I still don't understand barge boards and diffusers. Maybe I should go back and look more closely at the drawings.

But it isn't the technical detail that appealed to me about the book, it was the personal relationships and how Adrian worked with management and the drivers. There is also some explanation of how some teams got away with doubtful designs — what we in the real world might call cheating — and how Adrian discovered some of the deals done with and by Ferrari in F1.

It is a book that every fan of motor racing should read, if only to understand better the politics behind the modern version of the sport. Adrian is scathing about the regulations imposed on designers today. He is obviously a fan of the KISS principle, which is completely ignored by those who run Formula 1 today.

The book is available from all good book stores or on line for around \$40 plus postage.



One of the many sets of line drawings from Adrian Newey's book. This one illustrates the 2009 regulations regarding the width of the front wing, the aerodynamic problems they created as a result of the subsequent vortical flow field and Adrian's solution on the Red Bull RB5, with its V-shaped chassis

JK&L SQUARE RIGGERS UPDATE

Craig Atkins in the winning Morgan Plus 4 from 1952 leads Steve Williams' Austin Seven and Geoff Findlay's Riley Sports



Photos by Nicole Lothe

The Good Old Days Are Now

It's marvellous to reflect that next year will mark 20 years of the Northam Motor Sport Festivals of one kind or another. Northam has supported more historic events in the modern era than were conducted from 1952 when Northam first discovered the excitement of around-the-houses events.

It has been a wonderful partnership between the Shire of Northam and the Vintage Sports Car Club and everyone involved is to be congratulated for another great event.

This year we saw a terrific turnout of the J, K & L group. It is particularly pleasing to see the strengthening of the MG contingent. The



Hugh Fryer, Austin Seven and Bryan Scrivenor, MGTC having fantastic fun, dicing for lap after lap in the real spirit of regularity



Geoff Findlay in the Riley RMB Special

ever reliable Abingdon cars piloted by Dan and Mike Sherrell and Graham Aldous were joined by Kevin McMahon, Bryan Scrivenor and Phil Franzone.

Herbert Austin's genius small cars were in the field with team leader Hugh Fryer, and Geert de Klerk. Hugh's little orange flyer never misses beat but in the last event of the day he heard an unusual noise and parked the car on the back straight. Better safe than sorry — and quite right, too!

One of the best features of our group is the variety



Steve Elvidge showing off his nice red wheels

of cars which grace the grid. Doug Vanzetti's Triumph Gloria sporting the heart of a Riley was a traditional square-rigger which contrasted nicely with Geoff Findlay's rustic Riley RMB Special put together by Des Muir all those years ago and still going strong. Geoff's car represents the true spirit of Aussie specials.

Craig Atkins drove to Northam this year without incident compared with his troubles last year. He

was in his element driving the Morgan through the fog on Great Eastern Highway — he could have been driving though the Malvern Hills of England where the car was made in 1951.

Steve Elvidge's Flying Standard 8 looked resplendent with its narrower track and sparkling new red wheels. He told Heza that the car, which has been blue twice and dark grey once, may be red two-tone soon. Look forward to the new look!



Christopher Mackintosh enjoying the extra power of the Bartlett after a recent engine upgrade



Graeme Cocks driving Silverwings in touring mode, followed by Doug Vanzetti's Triumph Gloria, Graham Aldous's MG TC and Jack del Borello in the White Mouse

Talking of the Old Guard, Chris Mackintosh in the Bartlett Special shows that the car is like a great bottle of Margaret River Cab Sav that just keeps getting better with age. Three generations of the Mackintosh family have competed in the Salmson and this is the spirit of our club — keeping great cars alive and being driven as they were intended. The Bartlett is running better than ever. Jack Del Borrello is doing the same with the White Mouse — a car and driver with true style.

Rodney Cocks was back at Northam in Cactus after a couple of years concentrating

on the Albany Classic. It was great to see him back in the fray. Silverwings was more touring car than race car this year with headlights, luggage and sporting a restored windscreen for the first time. And what was the commentator thinking when he called it a two-storey tall car — how unkind!

Congratulations to winners Graham Aldous, Dan Sherrell, Craig Atkins (winner of the Northam Mitre 10 Flying 50) and Geoff Findlay. It is amazing to note that Craig's car



Dan Sherrell, MGTC and Ross Owell, Riley Nine Brooklands Special



Geert de Klerk, Austin Seven

is the very Morgan that David van Dahl drove to win the first Northam Flying 50 in 1952.

Thanks to the newer cars which made up our field. So now we turn our thoughts to the Albany Classic. Entries are already open so rip that car cover off and get working. Remember what Enzo Ferrari once said: "Aerodynamics are for people who can't build engines." In J, K & L we live by that saying! Halleluia to Enzo!



First-timer Rick Sargeant in his Mark 1 Sprite is having fun with Kevin McMahon (MG Y Special), Graeme Cocks (Silverwings) and Jack del Borello (White Mouse) *Serafis Wulfz photo*



Heza Henry

Ben, a young Northam local, sits in Hugh Fryer's Austin Seven in the pits. Old cars can appeal to the younger generation!



Terry O'Flaherty, Dodge Special



Steve Williams, Austin Seven, ahead of Dan Sherrell, MGTC



Rodney Cocks, Ford Model A, and Kevin McMahon, MG Y, under close scrutiny



Nicole Lothe, JKL group honorary snapper, gets a leg up on Hugh Fryer's wheel for a better angle. *Graeme Cocks photo*

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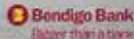


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Depart Perth at 10am, Museum proceed to York
Tuesday 29 May: 140km
York to Narrogin via Brookton
Wednesday 30 May: 139km
Narrogin to Katanning via Dumbleyung
Thursday 31 May: 140km
Katanning to Stirling Range
Friday 1 June: 130km
Stirling Range to Albany via Mt Barker
Saturday 2 June:
Fun day in and around Albany – Denmark
Sunday 3 June
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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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