



November 2018

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

VINTAGE METAL

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2018 PITTSBURGH VINTAGE GRAND PRIX



Maureen Matune photograph

PLUS: Coalfields 500 Photo Gallery
Trendsetting Lancia D50
Red Dust Revival Update
Book Review: Specialist British Sports/Racers

Annual General Meeting: Monday 5th November 2018

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FROM THE PRESIDENT



Hi Folks.

I was in Bunnings today and was taken by surprise to see Christmas lights and blow-up Santas on sale. It reminded me the VSCC end-of-year events are upon us and what a busy programme it is.

Stage 2 of the planning workshop is on the 28th of October, the Annual General Meeting on the 5th of November, the Vintage Stampede on the 1st and 2nd of December, Dad's Army Christmas function on the 11th of December and a brief general meeting followed by the Annual Dinner and Awards Night on the 12th of December. It will be a great way to end 2018 which has, by any measure, been a good year for the VSCC.

We have a wonderful Club recognised for its camaraderie, well-organised events, social opportunities and restoration activities. Being part of its administration is challenging and very rewarding; an opportunity to work with some talented and friendly people doing something that is exciting and very satisfying. In my dealings with other clubs, the State Government and City and Town Councils the respect the VSCC receives is very evident.

It has been a great privilege and pleasure to have served you as President and Committee member for the last 11 years. I will be stepping down from my current position at the AGM and not renominating for 2019.

It is therefore disappointing we haven't any new nominations for positions on the Management Committee. If you are considering putting your name forward, but are hesitating because you are unsure of the time commitment required or your competence to do the job come along to stage 2 of the Planning Workshop on the 28th October. One of the main topics is succession planning which will look closely at ways to encourage more people to become involved in the administration of the VSCC. Your participation may give you the confidence to commit.

The Collie Coalfields 500 ran very smoothly and the 95 participants enjoyed the relaxed atmosphere, the racing and regularity events, and best of all plenty of track time. It was good to see Lyn Oxwell back as Clerk of Course. Her experience and common sense approach to the role ensured the success of the event. Of course our amazing competition organisers, led by Paul Bartlett, ran the behind the scene organization and it ran like clockwork. We would also like to thank the flag marshals and in particular those who came up from Albany to help out. Well done to all involved.

It is very pleasing to see how well the Club serves its members and what a pleasure it is to be involved with the VSCC.

It is worth reflecting on the work and time a small, dedicated group of volunteer administrators put in so that the majority of members are able to enjoy all those activities.

If you don't step up to do your bit then those activities you tend to take for granted won't happen.

I hope to catch up with you at the end of year activities in particular the end of year Dinner and Trophy presentations.

Drive with care.

Rob Dzanne

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

Minutes of General Meeting

Held at the clubrooms, Caversham, 1 October 2018

1. Meeting opened: 8:04 pm

2. Apologies: David Moir, Graeme Robson, Paul Bartlett

3. New Members and Guests: Welcome back Neil McCrudden and his Formula Junior 60th Anniversary Tour.

4. Adoption of minutes of September meeting

Moved: Max Gamble

Seconded: Ivan Michelson

Carried

5. Business Arising: Nil

6. Treasurer's Report: Presented by Sheryl Swarbrick in the absence of Treasurer 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: John Illich

Carried

7. Secretary's report: Nil: David Moir absent:

- a. Correspondence In: Nothing noteworthy.
- b. Correspondence Out: Not listed.

8. President's Report:

- a. Collie Report: Very successful with 95 entrants. Racing and some Regularity on Saturday, Sunday mostly Regularity and some racing. New long track still not operating.
- b. Reminder of 2018 Annual General meeting Mon 5 November.
- c. Nominations for Management Committee positions due 7 Oct.
- d. Special Management Committee meeting Tuesday 9th October - former Presidents are invited to attend to assist in this urgent situation.
 - i. President Ozanne stepping down – no nominations received yet.
 - ii. Competition Secretary: Paul Bartlett stepping down- no nominations yet. Both Rob and Paul are happy to mentor new position holders for a period of time.
- e. Annual Dinner: Possibly 11 December at the VSCCWA clubhouse.

9. State of Play Reports:

- a. Competition: Paul Bartlett absent:
 - i. Successful Collie meeting.
 - ii. Vintage Stampede Sunday 2 December.
- b. Workshop:
 - i. Caversham car to be displayed at Whiteman Park to support Austin Car club – Sunday 7 October.
 - ii. Ford Model A from Kevin Dorn to be a 2019 Perkollilli racer; now has chassis stripped; all 'A' parts gratefully accepted.
 - iii. Dad's Army Xmas show: Date TBA @ West Coast Motor Museum. \$25p/p if not usually involved in Dad's Army.
 - iv. Clubhouse: graffiti and holes cut in compound fence, tap broken

off, oil on road. Particular thanks to Kevin, Graeme and Stephen for their repair assistance.

- v. This Saturday, Hugh Fry and Austin 7 group to visit Dad's Army clubhouse.
- c. **Library:** Members are encouraged to borrow from this resource. Mark Jones explained how the library is organised.
- d. **Social:** Michael Broughton tabled illustrations of the new marquee and banners – soon to arrive.
- e. **Caversham:**
 - i. Brian Eyre reported that he met with Peet & Co: the VSCCWA clubroom area is now in their hands. Brian mentioned that they are considering making the clubroom precinct a public open space, possibly keeping the existing clubrooms and are considering how yet-to-be-built schools might access the area facilities.
 - ii. The 'D' circuit track has been cleared and will need to be maintained.
 - iii. Barebones new club house (no water, internal fit-out, electrics, etc) likely to cost around \$200,000 to build.
- f. **Regalia:** Ivan Okey explained that new t-shirts and caps have been bought but due to weather and site positioning, no regalia sales made at Collie.

10. General business:

- a. **Supper:** Thank you to Max Gamble and Ivan Michelson for tonight's supper. No volunteers for November. Possibly have to employ caterers if no-one forthcoming.
- b. VSCCWA supports Tom Benson and David Moir in their bids to be re-elected as Chair and Vice Chair of the CAMS State Council.
- c. Rob Mitchell reports that counterfeit safety gear is becoming a problem and that the Snell M2010 helmet will be the required standard for more classes of Regularity.
- d. Collie reports that lack of money, tyres, 30,000 bolts and labour for safety barriers are slowing the final opening of the Collie new track
- e. 10 March 2019 is 3rd annual car show at 308 Victory Road, Malaga.

11. Guest Speakers: The 60th Anniversary World Tour of Formula Junior 2016-18 was described entertainingly by Neil McCrudden, David Watkins and Marty Bullock with support videos and a display car.

The Australian team raced at Monaco, UK (Goodwood, Spa, Silverstone, Donington, Cadwell Park), NZ (Hampton Downs, Taupo, Ruapuna, Timaru), USA (Indianapolis, Mid-Ohio, Laguna Seca, Lime Rock, Watkins Glen, Road America), Canada (Mosport), Latvia (Riga), Sweden (Kariscogaa), Lithuania (Kaunus), Australia (Barbagallo, Sandown, Eastern Creek).

Amazingly, 9 out of a usual field of around 60 cars at these international events were Australian!

- 12. **Next Meeting:** Monday 5 November
- 13. **Meeting closed:** 9:38pm

VSCC NEWS

Promotional Marquee by Michael Broughton



Michael Broughton is recently returned from the UK where he flew in a two-seater Spitfire.

As part of our recruitment and merchandising drive, we have ordered a 3 x 3 metre marquee, which will be in our club colours and have action shots on the roof, together with a backdrop with all our club information and two 2-metre high vertical flags at the entrance.

This marquee will be erected at all future events, starting with our Vintage Stampede at Barbagallo Raceway on the 2nd December.

Our aim is to use this structure to actively campaign for new members and also to sell our merchandise, on the day.

We envisage two card tables and several chairs will be set up with a member or two manning the marquee, to handle any member or merchandise enquiries.

I suggest that if we had sufficient volunteers, we could share the workload over roughly two-hourly shifts, at any particular event. This could also be a great opportunity for any members' wives or partners who often attend the event and are confined to a boring garage.

It's a perfect opportunity to join the action, have lots of social interaction and actively contribute.

I would love anyone who may be available, starting with the Stampede, to drop me a line if they can assist. Any time available would be much appreciated.

Please contact Michael Broughton if you can help.

Mobile 0418 921 544 or Email mbroughton356@gmail.com



STAGE 2



PLANNING FOR THE FUTURE WORKSHOP

The Stage 2 Planning for the Future Workshop will be held at the VSCC Clubrooms on Sunday October 28, 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 October 19 to:

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

VSCC OF WA CALENDAR 2018-2019

November

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

December

- 2 Vintage Stampede, Barbagallo Raceway Club Regularity Championship Rd 4
3 Management Committee meeting
8 Workshop Saturday
11 Dad's Army Christmas Function
12 General Meeting, Annual Dinner, Awards Night
17 Competition Group
18 Dad's Army Tuesday

Note! 2019 dates are provisional.

January 2019

- 19 Workshop Saturday
29 Dad's Army Tuesday

February

- 4 General Meeting
9 Workshop Saturday
12 Club Management Committee
18 Competition Group
19 Dad's Army Working Bee
26 Dad's Army

DON'T FORGET!

**General Meeting, Annual Dinner and Awards Night
Wednesday December 12 at the VSCC Clubrooms!**

**NOTE! DEADLINE FOR ARTICLES AND ADVERTISEMENTS FOR THE
DECEMBER 2018 ISSUE IS NOVEMBER 11, 2018.**

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EDITOR'S RAMBLINGS

Tin Lizzie Derby Smash

After this spectacular smash at the Sonoma County Fairgrounds at Santa Rosa California on April 23, 1939, 18 Model T Ford racers were stacked three high on the track.

A local newspaper described it as “Santa Rosa Tragedy”, which overstated it a bit – unless you were a T Model lover, in which case the carnage would have reduced you to tears.

The report read: “Panic ensued among 10,000 spectators at the Sonoma County Fairgrounds yesterday when two dilapidated cars in a 100-mile ‘tin lizzie derby’ locked

wheels at better than 50 miles an hour on the 80th lap and in a trice eight drivers were hurt and 18 cars were reduced to a smoking 12-foot pyramid of twisted metal and matchwood. Firemen and National Guard troops had to fight back the crowd with fire hoses. Fifteen remaining cars completed the last 30 laps.”

The eight injured drivers were rushed to a local hospital. None died. The low casualty count is quite amazing, considering the number of wrecked cars – and not a roll cage or halo to be seen!



Paul Wilkins' Triumph

Paul Wilkins has a long history of competing behind the wheel and this shot shows him in his Triumph TR4 leading Max McCracken's Lotus Elite at (where else?) Caversham.

Many of our members are current or past racing drivers and it would be interesting to see some of their favourite photographs of their racing exploits, preferably from the pre-Wanneroo era. Paul supplied this shot. How about the rest of you?

Terry Le May Shell Advertisement

In the course of one of my non-VSCC jobs, I came across this Shell advertisement (opposite) featuring our own Terry Le May – albeit a much younger Terry Le May.

The race referred to was the 1969 Six Hours Le Mans race at Wanneroo Park, the first of those enduros held at the then new circuit. Terry Walker described the race as follows in his book *Around the Houses – The History of Motor Racing in Western Australia*:

Wanneroo Park was the venue for the 1969 race. There was a complete break with Caversham tradition: the race was conducted in brilliant sunshine. Channel 7 sponsored the event, and the combination of TV publicity, the glorious weather and the presence of Frank Matich [co-driving Don O'Sullivan's Lola T70] resulted in a sell-out crowd. Unexpectedly it was a close fought race.

The Lola T70 was deplorably unreliable, shedding a wheel and then refusing to start after a pit stop. Meanwhile, a great battle for first place was occurring between two tiddlers – Peter Briggs' Mini and Gordon Mitchell's Sprite. Briggs eventually gained the upper hand when the Sprite's front suspension collapsed, but the restarted Lola had managed to make up a lot of lost ground and scraped a narrow

win at the last minute.

Doug Mould co-drove the Mini with Peter Briggs as described in the advertisement. Third place went to Fritz Kohout and Stan Starcevich in Fritz's Porsche 911S, which had won the previous year's race, the last at Caversham, in a solo drive by Fritz. That last Caversham Six Hours was the wettest race ever and the favourite, Don O'Sullivan's Lola T70, aquaplaned out of the race.

The Six Hours Race, which had been held annually since 1955, did not last long at Wanneroo. The 1970 race saw Howie Sangster and Don O'Sullivan bolt home in the now reliable T70, followed by Stan Starcevich and Stuart Kostera in Stan's Graduate and visitors Teddy Yip and Dr Henry Lee in a borrowed Lotus 47. With no TV support, the race declined in 1971 and 1972, both events being won by Kiwis Ray Thackwell and Jim Mullins in Ray's Porsche 911S and that was the end of the road for Australia's longest race.

Bob Campbell

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Terry LeMay



IT'S A WINNING FEELING

DAD'S ARMY NEWS



Machinery Preservation Club Open Day

It's a bit short notice, but this could be interesting to those of us who are interested in old machinery of any kind.

The Machinery Preservation Club Of WA Inc, invites all to a great day to meet friends and the slightly eccentric.

When? 28th October 2018

This will be the last open day the MPC will have in this building as the lease is almost expired.

There is no entry charge however your donation would be very much appreciated.

Lunch: noon to whenever. Cost \$5.

The most amazing sausage in a bun you will taste on the day cooked to perfection by our gourmet chef including tea/coffee all day.

- Come see the Clayton and Shuttleworth traction engine steaming
- Stationary Hit and Miss engines operating
- Miniature steam engines operating on compressed air
- Blacksmith display
- Guided tour through select historic buildings
- Vintage motor cars and motor cycles

For catering purposes please reply to the following: 0417 846 495 or email: eme@iinet.net.au

Address: Centennial Place Midland turn right through the wire gates

Model A Progress

Work is proceeding on the Model A, with the front brakes and hubs being stripped down by our skilled Dad's Army team. Alan Armstrong pointed out the right spot to hit the right front brake drum to make



Denny Cunnold and Alan Armstrong (partly obscured) work on the Model A's left front brake while Ian Fry supervises

the outer bearing jump out, but the

drum itself took a lot of persuading. By contrast, the left hand drum slid off very easily. Some thing to do with the setting of the adjusters we thought...

Distracting the workers from the Model A was the graffiti on the outer walls of the buildings. Ron Fabry produced a quantity of thinners which proved effective in removing the vandals' work.

A Visit from the Little Cars (by Ron Fabry)

Just a few words and pictures from last Saturday's [October 6] workshop day.



Some of the graffiti sprayed on the buildings at the clubrooms



Graeme Whitehead scrubs while Bill Dunne hoses the wall down in the course of removing the graffiti.

Hugh Fryer, Geert De Klerk and Brian Scrivenor all brought cars out to the clubhouse and we had a little ride and drive of their cars. Thanks guys, it was great to see you and your mighty Austin 7s.

Also I would like to thank Steve Gilmore and Phil Bolden for their help in repairing our damaged taps. It's great to think you only need to ask these guys once and they are out to do these plumbing repairs.

Our morning teas are always interesting in solving the world's problems, but this week we also had Barry Mackintosh give a talk on his project in build car being a Wolseley Hornet which sounds like an interesting car. While we had Brian Scrivenor on site we quizzed him on building of old cars and who he uses to recondition his engines.

This ended up being a interesting discussion!



Part of the growing display in the Workshop Museum in the generator room at the Caversham clubrooms

Caversham Car on Display

The Caversham Car was put on display at the Austin Car Club Day at the WA Motor Museum at Whiteman Park on



Geert de Klerk (#7) and Hugh Fryer at the wheels of their Austin Sevens with Steve Gilmore in the passenger seat and Barry Mackintosh standing behind

October 7. The display was to acknowledge Ken Devine's help in recreating the Caversham Car and his donation of an Austin A40 as a parts car that was of great assistance in the rebuild.

Dad's Army Christmas Function (Reminder)

This years Dad's Army Xmas Show will be at Ron West's and Ron Meredith's West Coast Motor Museum.

The two Rons' long association began in 1957 at

Forrestfield Speedway where cars from the 1930s and 1940s were converted into Hot Rods and raced. Now their work involves the preservation of these and many more vehicles so that future generations and motoring enthusiasts can re-discover Western Australia's Motoring History. West Coast Motor Museum was founded in 1987 and showcases over 50 vehicles from 1915 onwards. The Museum also houses a workshop



The Caversham Car on display at the WA Motor Museum in Whiteman Park



Ron's Diner at the West Coast Motor Museum – but which Ron claims it?

and machine shop.

It is a must-see Museum if you are interested in Western Australian and Motoring History.

Dad's Army 2018 Christmas Show information is as follows:

Venue: West Coast Motor Museum, 227 Woodland Parade, Stake Hill, Mandurah

Date: Tuesday 11th December 2018

Time: Meet at 10.30 am for morning tea. (Tea , Coffee , Biscuits and Cake)

Museum: 11am onwards tour the Museum .

Lunch : 12.30 pm We will have a BBQ Lunch with Tea, Coffee, Cool Drink, Water, Beer and

Wine .

Cost to Attend: If you have done one Dad's Army or One Workshop Saturday it is Free (No Cost for these Club helpers).

If you have not done one of these days and are a VSCC member or a friend of a VSCC member the cost is \$25 per person.

THIS MUST BE PAID TO GRAEME WHITEHEAD BEFORE SATURDAY 8TH OF DECEMBER!



Speedway midgets at the West Coast Motor Museum



Forrestfield hot rod at the West Coast Motor Museum

This is to help with

catering and it is not fair to expect Graeme or other Dad's Army guys to run around chasing monies from people . Graeme and his helpers want to enjoy the day as well!

Graeme Whitehead's contact details: H/phone 9279 1061 M/phone 0412 919 370

Please remember when we are out as a group we are members of the VSCC of WA so drink responsibly.

DAD'S ARMY DATES – 2018/2019

	WORKSHOP SATURDAY	WORKING BEE TUESDAY	DAD'S ARMY TUESDAY
NOVEMBER	3	20	27
DECEMBER	8		18
JANUARY (prov.)	19		29
FEBRUARY (prov.)	9	19	26



Aub two-wheels the Holden at Northam

Aubrey Badger

This story arose from a newspaper cutting and photograph that arrived in the club PO box early in October. The cutting told the story of the WA Touring Car Championship of 1955 and more information came from Terry Walkers book, Around the Houses.

Aub Badger of Northam was one of the most spectacular and successful of the sedan drivers of the early 1950s and winner of the first WA Touring Car Championship in 1955 in his early model (48/215) Holden, registered N-1111.

Managing Director of Badger's Motors of Northam, Holden dealers, Aub had a vested interest in doing well with the Holden. The championship race was over 21 miles on the Caversham D-circuit and the competition was led by Sydney Anderson in his Mark VII Jaguar. The newspaper account tells us that "Syd had a slight edge on Aubrey down the straight, but the Holden handled the twists and turns far better than the Jaguar and the honours of the day went to Aub Badger."

Aub was active in the energetic Northam Car Club and was Chairman of the State Council of CAMS in 1956.

Aub faded out of racing in the mid-1950s after building in 1955 a Holden-engined single-seater that was never fully developed. We know it as Tom Benson's Comic Book Special.

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Rudi Glarner and his BMW 2002 lead the field down to the start. Mike Matune

2018 PITTSBURGH VINTAGE GRAND PRIX

WORDS AND PICTURES BY MIKE AND MAUREEN MATUNE

The VSCC is justly proud of its record of running round the houses regularity events, first at York and in later years at Albany, Narrogin and Northam. However, there are other closed road historic motor sports events around the world, the most famous being the Grand Prix de Monaco Historique, but this is a description of an American closed roads event, the Pittsburgh Vintage Grand Prix, run annually in the heart of Pittsburgh Pennsylvania. This description and photographs come from internationally known husband and wife team, Mike and Maureen Matune. Note that this is a race meeting, over a track bounded by stone walls and straw bales. CAMS would have a fit...



Mike Moore leads Russ Kolesar ... for now! Both are driving Triumph TR4s. Maureen Matune

For fifty-one weekends a year, Schenley Park serves as a pastoral oasis in the middle of the thriving metropolis of Pittsburgh, Pennsylvania. But on that fifty-second weekend, the vintage racing circus descends upon the park with a vengeance. An army of dedicated, long-term volunteers sets up and tears down a race circuit in what seems like the blink of an eye. Their efforts benefit the Autism Society of Pittsburgh and the Merakey Allegheny Valley School, two very deserving local charities. So loyal is this army that many return year after year, all for little more than a thank you and a mention in the



Karl Hughes exits the haybale chicane on the back straight in his 1973 BMW 2002. *Mike Matune*

Racing isn't the only thing to see in Schenley Park that weekend. A large car show is held adjacent to the Schenley Park track on the Bob O'Connor Golf Course. Numerous marque clubs and manufacturers show an eclectic array of machinery, new and old. On Friday night during the Forbes Avenue of Speed, the public is invited to watch the cars parade into town and walk among the rows



Robert Finkel (MGA #58), Jim Arnett (Mini #27) and Nial McCabe (Midget #909) negotiate Turn 13 with "German Hill" and the Cathedral of Learning rising behind them. *Mike Matune*

programme.

For their part, scores of racers travel to the Park to accept the challenge of one of the most unforgiving tracks on the vintage calendar. Laid out over 2.33 miles of normal Park streets, the track rises and falls some 140 feet, twisting its way past all manner of stone walls, sewer openings, utility poles, and such. Old growth trees provide for uneven lighting across the entire circuit adding to the "fun". Incorporating twenty turns and a haybale chicane, there is no place to let up. A long-time racer commented that in some places it acts like a race track, in others, like something he has never seen.



Alan Patterson and his 1952 Allard J2X lead Frank Mount's 1939 MGTB Special. Note the stone wall and straw bales. *Mike Matune*

of parked racers while drivers enjoy a private reception.

Hardly a newcomer to the vintage racing scene, Schenley Park traces its origins as a race course to 1983. Twenty years later, it was joined by a vintage race at Pittsburgh International Race Complex (PIRC), a natural terrain, purpose-built track about forty miles North. The two races bookend a week of car events ranging from formal affairs such as the Black Tie & Tailpipes Gala and Jet Center Party, to a rally, countryside tour and numerous car shows. In all, it encompasses a ten-day celebration of the automobile.

You should make your plans to attend the 2019 running of the PVGP as a spectator, volunteer or competitor. Dates have been set for July 12 through 21, 2019. You won't be disappointed.

Further information can be found at <http://www.pvvp.org/>.



Joe Bojalad and his oh-so-quick 1960 Elva Mark VI. *Mike Matune*



Joe Mendel and his 1971 Lotus Elan are hounded by Brian Dolan (GT6) and Joe Bojalad (Elva Mark VI). *Mike Matune*



Charlie Dolan is all alone out front in his 1957 MGA. *Mike Matune*

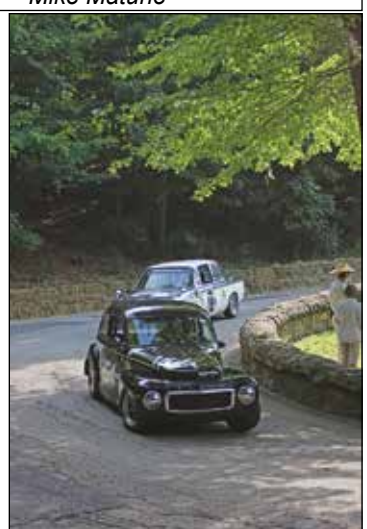


Frank Mount holds his 1939 MG TB Special hard against the curbing in "Westinghouse Corner". *Mike Matune*



◀As Ian Wisbon (#17 Austin Mini) chases Nial McCabe (MG Midget #909) on track, the German car faithful exhibit their Teutonic treasures on "German Hill". *Mike Matune*

▶ Kevin Michael has one eye on that stone wall to his left and the other on James Wisbon's BMW 2002 behind as he pushes his Volvo 544 through a corner. *Mike Matune*





Lee Poseidon and his Alfa Romeo GTV motor past a watchful corner worker. *Mike Matune*



Michael Schindel holds the front inside wheel of his Porsche 911 high as he corners. Behind him Robert Ball and his BMW 2002 stay in close contact. *Mike Matune*



Gary Scholtz negotiates Turn 19 in his Porsche 914-6. *Mike Matune*



Bearing the name of one the charities benefited by the PVGP, Monroe Snider's MGA moves down the hill. *Mike Matune*



A corner worker reports the progress of Stefan Vapaa and his SAAB Sonett as they race around the circuit. *Mike Matune*



► The Swedes battle it out as a SAAB Sonett (Stefan Vapaa) chases a Volvo P1800 (Ward Dolaman). *Mike Matune*



Now here's one you don't see every day, a 1963 Triumph Herald piloted by Jerry Barker. *Mike Matune*



Dave Nicholas is all arms as he moves onto the Start/Finish straight in his MGA aptly nicknamed "Honeybee". *Mike Matune*



Mark Maehling explains the intricacies of his Abarth Scorpione SS to some young race fans during the "Forbes Avenue of Speed". *Maureen Matune*



Dave Thomas and his AH Sprite negotiate the corner of E. Circuit Road and Serpentine Drive at the end of "Flamingo Gulch". *Maureen Matune*



▲ An Elva Courier (Nate Scigliano), MGA (David Holmes) and MG Midget (Nial McCabe) all travel in close quarters. *Maureen Matune*

► James Wisbon pushes his BMW 2002 hard. *Maureen Matune*



COALFIELDS 500 PHOTO GALLERY

Unfortunately, I didn't receive any written report of the Coalfields 500, but I did get an assortment of photographs, most of which are below. The Corvette shot is from Thierry Michot, the remainder are from Vicki Clark, our Albany Event Coordinator. *Editor.*

Glenn Badger, Ford Escort Mk II



Thierry Michot (Corvette) and Brian Eyre (Peugeot 205 GTi)

Blake Watson, Mini Cooper



Chris Swzewczok, LC Torana XU-1



Geoffrey Metzke, Ford Escort Mk I



Paul Bartlett, Ford Escort Mk I



Roy Prout, Holden FJ



Tony Roskell, Ford Falcon XY GT



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NORTHAM VINTAGE



SWAP MEET

Presented by the **Avon Valley Vintage Vehicle Association of WA Inc**
Supported by the **Shire of Northam**

Sunday February 17th 2019

Jubilee Oval (Showground) NORTHAM
Follow the Signs to the Chidlow Street Entry Gate

Selling: Vintage Cars, Trucks, Tractors, Motorcycles,
Machinery, Engines, Used Spare Parts, Collectables, Household Items, etc. etc. etc.

Trade Displays Welcome

Site: \$15.00 each (Admits one)

Vintage Vehicles for sale ONE ONLY per site

GATES OPEN: Sellers - 06.30am

Public Entry – 7.00am FINISH: 12.00 Midday

Buyers \$5.00 per person (Kids Free)

*****LIMITED PARKING AVAILABLE ON SITE*****

Food and Drink available, no alcohol

ENQUIRIES: Sylvia Bristow-Stagg 0417 976 699
PO Box 755 Northam WA 6401
E Mail : splinter37@gmail.com

Bookings not necessary enrollment forms on day of event

NO DOGS ALLOWED AT THIS EVENT

PART PROCEEDS TO NORTHAM HOSPICE

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2019 Western Australian

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50th Anniversary of Wanneroo Park / Barbagallo Raceway
40th Anniversary of the 1979 Australian GP
1st Birthday of the Collie Motorplex long circuit

Two 3 day events for **all historic classes** to be held
over two consecutive weekends at two venues

Racing & Regularity

18-20th October 2019

2019 Collie Historics at Collie Motorplex

25-27th October 2019

2019 Perth Classic at Barbagallo Raceway



F1 & Indy Car Display
Formula 5000
Formula Classic (Cat 5 MNOPQR)
Formula Junior
Formula Ford
Historic Touring & Sports Cars
Historic Sports Sedans
Formula Vee

Contact the WASCC
www.wascc.com.au
admin@wascc.asn.au
+61 (8) 9306 8022

Photo courtesy of Mick Oliver



2019 Shannon's Classic Car Show

Sunday 24 March 2019

The Classic Car Show is returning to Ascot in 2019 and we would like to begin planning early. If your club would like attend, please complete this Club Booking form and return to classiccarshow@councilofmotoringclubs.asn.au by 16 November 2018. Indicative numbers are fine as this is for early planning purposes.

If your club is celebrating a milestone or a vehicle anniversary, please advise as we may use these in our publicity.

Display terms remain the same as last year: Vehicles must arrive and be in place 8 and 9.30am. No movement is permitted until 3pm when the show ends.

Club Booking Form

Club Name: _____

Contact: _____

Email: _____

Phone: _____

No of vehicles: _____

Theme / Special event:

(to help us with publicity, please advise if your club of marque is celebrating a special event or anniversary):

Vehicles sited on paving will need a drip tray (this does not apply to marked parking spaces).

Venue Facilities and Rules

Ascot Racecourse will provide a range of food and beverage options for visitors. BBQs are not permitted but clubs may bring their own picnic lunches. Due to liquor licensing for the event, alcohol may not be consumed on site. Security guards patrolling the venue may confiscate alcohol if found.

The Classic Car Show is a volunteer run event and the organising committee would welcome your assistance. Contact pauvysheill@hotmail.com

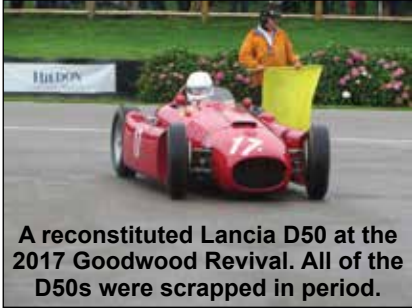


Preferred Location: _____

If the same as last year, please advise. Whilst the committee will make every effort to accommodate requests, club display areas may need to be adjusted.

Late Debut for Trendsetting Lancia

The car most people remember from the 1954 Grand Prix season is the Mercedes-Benz W196, the car that won the driver's championship for Juan Manuel Fangio.



A reconstituted Lancia D50 at the 2017 Goodwood Revival. All of the D50s were scrapped in period.

The W196 turned up late, not making its debut until the French Grand Prix (more properly known as the Grand Prix de l'ACF back then). As Fangio had won the first two rounds of the championship in the new Maserati 250F, the late arrival of his contracted mount didn't stop him from taking his second title.

Fangio wasn't the only driver to be lent out that year. Lancia's drivers, Ascari and Villorosi, spent most of the year as loan drivers until the Lancia D50 finally made its

World Championship debut in the last round of the year, the Spanish Grand Prix on October 26.

The Lancia D50 was designed by the great Vittorio Jano and was a mixture of conventional and unconventional features. It was conventional in that the engine was at the front, it had front suspension by wishbones with a transverse leaf and a similar spring at the rear combined with a De Dion suspension with lateral location provided by a peg and slide mechanism. These features it shared with Maserati and Ferrari, although of these only the Lancia had equal length, parallel wishbones, so that the wheels leaned with the car in corners.

Where it differed was in the use of the V8 engine as a stressed member in the chassis, a harbinger of future trends, but unique among Grand Prix cars of the 1950s, and in the layout of the transmission, which had the clutch, gearbox and differential all mounted together at the rear of the car. While every other competitive car shared with the Lancia the location of gearbox and differential in a transaxle at the rear, only the Lancia, following the example of the Lancia Aurelia road car, put the clutch back there as well.

The obvious difference between the Lancia and the other contenders was the sponsons between the front and rear wheels, echoing those used by Brooklands racers and speed record cars in the 1930s. The fuel tanks were contained within the sponsons which kept the front to rear weight distribution constant as the fuel was used. This offered at least a theoretical advantage over the massive tanks carried in the tails of the other cars.

Remember that fuel was free (free formula that is, it was quite expensive) until the restriction to Avgas was introduced in 1958. Methanol has about 45% of the calorific value of petrol, so for every 45 gallons of petrol you might use, at least 100 gallons of alcohol based fuel would be needed. With a minimum race distance of 500 kilometres or three hours, the cars needed a great deal of methanol to cover the race distance.

Producing the D50 had stretched Lancia's finances to the limit and beyond, and it was probably financial constraints that slowed the testing and development – or perhaps not judging from McLaren's efforts in recent years.

Finally, the Lancia was to take part in a Grand Prix, and it came in with a bang. Alberto Ascari took pole and there were four different marques on the front row. Lancia was in pole position with Mercedes-Benz second (Fangio) then Ferrari Squalo (Mike Hawthorn) and Maserati 250F (Harry Schell). By the third lap Ascari was in the lead and going away – until the tenth lap when the clutch failed, but not before Ascari set fastest lap. Villorosi in the other Lancia had already dropped out and Schell, who had led the first two laps, swapped

the lead with Trintignant in a Ferrari 625 until Schell spun then lost his transmission. Trintignant's engine went sour and Hawthorn's updated Squalo, the first Ferrari with coil sprung front suspension, took a dominant win.

Mercedes-Benz got the mixture setting on the fuel injection wrong and the cars never ran smoothly, leaving Fangio to salvage a lucky third place behind Hawthorn and Luigi Musso's Maserati 250F. Fangio's problems were further complicated by litter clogging the radiator intake, so that the already unhealthy engine overheated as the race went on.

Interestingly, William Court in his *Power and Glory* describes both the W196 and the D50 as "manifest wild handlers". Quoting from *The Racing Car* by Cecil Clutton, Cyril Posthumus and Denis Jenkinson, he says that the Lancia chassis had to undergo "modifications aimed at reducing the cornering power of the rear wheels and making the car more driveable by a human being. In its original form the cornering power of all four wheels was almost identical with the result that the driver had little warning of the limit being reached until he was spinning off the road".

Those equal length, parallel wishbones might have been part of the problem. Unequal wishbones giving a touch of negative camber on the heavily loaded outer wheel when cornering would have increased the cornering power of the front, rather than reducing the rear grip. However, that will remain one of the great imponderables in Grand Prix racing.



Interestingly, the same problem of everything letting go at once plagued the four-wheel-drive F1 cars that everyone seemed to be experimenting with in the early Cosworth days. But that's another story.

The Pedralbes Circuit

One of the regular stops for the Grand Prix circus in the 1930s was the Penya Rhin GP, which was held over a circuit laid out in Montjuich Park in Barcelona. The Penya Rhin race had a history going back to the 1920s, when it was organized on a nine-mile circuit formed by the roads around Vilafranca in the hills behind Sitges.

After the 1936 race, increasing political instability leading up to the Spanish Civil War ended racing in Spain and it was not until 1946 that the Penya Rhin GP was held again, on a new road circuit at Pedralbes on the outskirts of Barcelona.

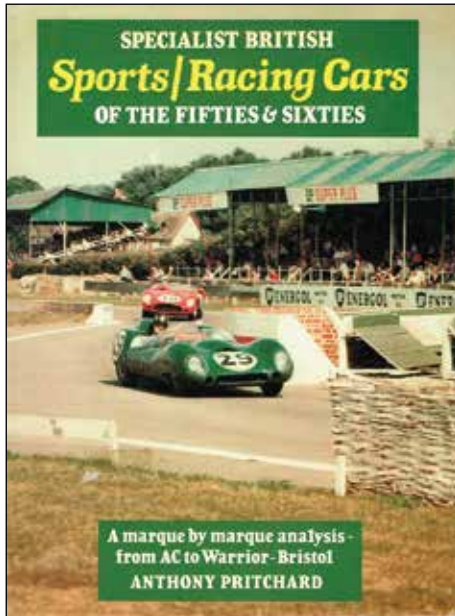
The circuit was a simple triangle with a long straight run down Avenida del Generalísimo Franco (now Diagonal Avenue) and a return through residential streets for a lap of 2.774 miles. This layout was used for the 1946 and 1948 events, but when the Formula One circus was due to descend upon the track in 1950, the straight was extended to from 1.3 to two kilometres and a dogleg shaped addition made to the original triangle to make up a lap of 3.925 miles.

In 1951 the race was raised to World Championship status and became the Spanish GP, the finale to the championship in that year. Fangio and Alfa Romeo won, but only because Ferrari made a bad choice of tyres, leaving Ascari and Gonzalez to suffer from an epidemic of thrown treads.

After that Pedralbes was not used until 1954, when it was again the venue for the last round of the World Championship.

After the Le Mans disaster of 1955, the Spanish GP was one of those cancelled. Not a surprising decision when one considers that the Pedralbes circuit had been described as "pedestrian lined". It was 1968 before the Spanish GP was held again, at the former Penya Rhin venue of Montjuich Park, but racing never returned to the Pedralbes circuit.

COLLECTORS' BOOK REVIEW: SPECIALIST BRITISH SPORTS/RACING CARS OF THE FIFTIES AND SIXTIES BY ANTHONY PRITCHARD



The jacket notes tell us: "Anthony Pritchard is a well-known author of motor racing books - his latest is a biography of Roy Salvadori (Patrick Stephens, 1985). A solicitor by profession, he spends a great deal of time studying race cars and motor racing and is something of a hard bitten motor racing enthusiast. He remembers the 1950s and 1960s period well and is thus able to compare today's records with first-hand knowledge.

"The front cover photograph is contemporary colour from the archives of London Art Technical (Motor Sport). The great Graham Hill at the Goodwood chicane in a Team Lotus 15. Note the lack of Armco, Graham's light blue driving overalls and the Lotus's red leather rimmed steering wheel.

"The back cover shows six cars which admirably illustrate what this book is about. Top left Alan Brown, Bob Chase Cooper-Bristol, Silverstone, July 1954; top right Ken Wharton, Frazer Nash Le Mans fhc, Silverstone, May 1953; centre left D.C. Pitt, Killeen-MG,

Silverstone, July 1954; centre right Mike Anthony, Lotus 6, Silverstone, May 1954; bottom left Tony Hegbourne, Lotus 23B, Oulton Park, 1963; bottom right John Surtees, Lola T70, Oulton Park, 1966."

Since this book was published in 1986, Pritchard has continued to write an enormous variety of books on motor racing and motor racing history. He is still an active writer at the age of 80.

The success of British sports/racing cars during the 1950s was an integral part of the growth of British motor racing power in the post-war years. Two major British teams led from the front, Aston Martin and Jaguar, they stimulated British interest in sports car racing, and their example encouraged small enthusiast constructors and entrants. And those specialists emerged, grew and prospered. Some 40 such names are covered handsomely in this book.

It's appropriate to list them: AC Le Mans Ace,





Allard, Arnott-Climax, Astra (Costin-Nathan), Beart-Rodger, Brabham, Bristol, Buckler, Chevron, Connaught, Cooper, Elva, Emeryson-Climax, Felday-BRM, Ford P68 and P69, Frazer Nash, Gilby-Climax, Ginetta, Halseyley, Healey SR, HRG, HWM-Alta, JBW, Kieft, Killeen-MG, Landar, Leonard-MG, Lester, Lister, Lola, Lotus, McLaren, Merlyn, Mirage, Nash-Healey, Nomad, Revis-Borgward, Tojeiro and Warrior-Bristol.

Some “worked in small workshops, sometimes only a lock-up garage, towing their cars behind old bangers or making do with a near derelict converted coach as a transporter; racing weekend after weekend at Silverstone, Snetterton and Goodwood, concentrating very often on their mainline of business during the week’s working hours and preparing the cars in the evenings. This is how Lotus, Lola and others started ...” Some didn’t flourish in a conventional way. All without fail were interesting and all played their own part in the heat of race day.

Standing out among the entries is the Bristol 450, built by the prestige car builder to win the 2-litre class at Le Mans and at the Reims 12 hours race, which it did in 1954 and 1955 at Le Mans (first, second and third in class both years) and at Reims in 1953. Based on the chassis of the unsuccessful ERA G-type Formula 2 Grand Prix car of 1952, the Bristol was incredibly successful, but its 1955 Le Mans success was overshadowed by the disastrous crash of the Mercedes-Benz driven by Pierre Levegh.

Other cars of interest to VSCC members are the Killeen-MG that was domiciled in WA for some years and was a familiar sight at the York Flying 50 and the Warrior-Bristol, subject of a remarkable restoration by Ian Boughton and also a regular competitor at York.

As with many of the collector’s books reviewed here, this beautifully written history is long out of print. However, it is well worth the time spent searching the web for a copy.

It describes 40 cars that we rarely see on the track as they are probably too valuable to race or because the class structure of historic racing prevents them from being competitive. Nevertheless they are an important part of motor racing history.

Enjoy this nostalgic look back at some superb cars from a golden age of motor racing.

Bob Campbell



JKANDL SQUARE RIGGERS UPDATE

It's not Perkolilli, but it shows what can be done in an Austin Seven. Derek Jolley at Woodside SA on December 27 1948.



Less than 12 Months to the Red Dust Revival Here's What's Happening

It's less than a year to go to the Lake Perkolilli Red Dust Revival 2019 and early indications are pointing to it being the biggest carnival held at the claypan since the 1930s, or dare I say it, the 1920s.

Expressions of interest have been coming in from all over the place and now it is looking like we could have competitors from every mainland State (including the Northern Territory). If I get a Tasmanian entry I'll let you know! We've even had a chap with a Lagonda in the UK asking whether he could come.



Juan Manuel Fangio, according to Heza Henry, the second greatest driver of all time behind Nuvolari

The hard-core competitors from our J, K and L group make up the majority of the 35 cars which have put in Expressions of Interest. They're a great bunch who aren't too worried about getting their cars dusty. (Personally, I think Perkolilli dust is a badge of honour on an early race car chassis! It adds authenticity!)

It's particularly pleasing to see Dad's Army get involved. After the great job they did with the Caversham, their Model A special doesn't have to be quite such a work of art.

Maybe we should all be like Juan Manuel Fangio when he built his Chevrolet special: "I put in a bigger carburettor, raised the compression ratio and stripped the chassis of everything unnecessary. Friends lent a hand. Each improvement was achieved triumphantly. Quick as a flash, someone would turn up with an accordion to celebrate properly, as we tossed down huge glasses of maté."

Steve Williams was first to enter Perko with his supercharged Austin Seven. Peter Harrold of Datsun fame has seen the light



Peter Harrold's 1926 Chrysler. A new friend for Silverwings

and he's bought a 1926 Chrysler in Esperance to take to Perkolilli. Great to see another Chrysler kicking up some dust. Silverwings will have a friend. Bryan Scrivenor is hard at work on his Singer. Hugh Fryer has plans for a small fleet of Austin Sevens and Nigel Makin will be back with his Eric Armstrong replica Triumph Super Seven last seen at Perko in 2009. Rodney Cocks is making his Eric Armstrong Buick replica closer to the look of the original car.

There are quite a few members of the Veteran Car Club of WA working on cars for the event and hopefully these members will join our ranks in the future. The VCC is running a Goldfields rally in the week leading up to the event.

A lot of the potential competitors from other States are younger guys from the hot rod movement. They are inspired by The Race of Gentlemen (TROG) in the USA which is the American version of the Goodwood Revival. Check it out on YouTube.

The Drag-Ens Hot Rod Club in New South Wales has run two similar events to TROG. The last one was called the Rattletrap 2018 beach trials at Crowdy Head. I guess, Perkolilli is an outback Australian version of The Race of Gentlemen – The Race of Blokes!

If you don't have a pre-war car to compete (MG TCs are welcome, of course) then still come up, camp in the bush and soak up the atmosphere. We're always after helpers.

More info is at www.motoringpast.com.au or email Graeme Cocks: gacocks@inet.net.au.

Until next time



Nigel Makin's Triumph Super Seven Special at Lake Perkolilli in 2009

Heza Henry

**LAKE PERKOLILLI
RED DUST REVIVAL
12-16 SEPTEMBER 2019**

SEE YOU THERE!!



**SUNDAY 11 NOVEMBER
2018**

**THE MOTOR MUSEUM
CLASSIC CAR RUN**

In memory of Maurice and Marianne Brockwell

**The Run will start from,
Wesley College, South Perth**

The start venue will have adequate room for all entrants' cars. There are a number of cafés adjacent to the College grounds.

Two route options to the Motor Museum will be offered.

The entrance fee will remain at **\$10-00** per car and will include free entry to the Museum for the driver. Passengers will also be eligible for the reduced entry fee of **\$10-00**. The new building has been open for a year now and offers many new attractions including Daniel Ricciardo's actual 2014 race winning F1 car.

The College venue will be open to Run entrants & their cars from 08:30. Departures for the Run will be allowed after 10:30

Enquiries: 9249 9457

Mob: 0452 561 398

Email:

motormuseum@optusnet.com.au

FOR SALE

RACE CAR TRAILER

Brand new and unused lightweight race car trailer. The bed is 3100mm x 1900mm with a long draw bar (2100mm) for stable towing.



\$3,500.

DRY SUMP OIL TANK

Brand new and unused dry sump oil tank. Approximately 7 litres capacity, height 500 mm, diameter 150 mm. The tank has multiple baffles that are removable easily for cleaning.



\$500.

Contact: Brian Searles – 0438 160 435 – brian@melwest.net

Licence Plates For Sale

Bought OLD CAR licence plates & right to display about 8 years ago, barely used. They are in storage at West Perth licence centre. Black letters on white background, poly carbonate.



Asking \$525

Also available: plates
WORLD CUP on my car.



Asking \$500

Contact Richard Ranshaw Mob 0419 907 003



FOR SALE

The car is believed to be a 1929 Riley Nine/Monaco from a deceased estate

Was fastidiously looked after by the owner

It has been stored for few years and most likely not been started in that time

But looks like it is ready to go and is still registered



Asking price is offers over \$20,000

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