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

VINTAGE METAL

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MONACO HISTORIQUE AND MILLE MIGLIA 2018

PLUS: WA Collector Wins at Pebble Beach
Bertha Benz – World's First Joyrider
Book Review: Vintage Specials
Silverwings 21 Years Old

Next General Meeting: Monday 1st October 2018

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FROM THE PRESIDENT



Hi Folks.

There was great excitement at the Dad's Army Workshop on Saturday when a dilapidated A model Ford arrived on a trailer behind Kevin Dorn's Subaru. The Caversham car is all but finished and this new project has revitalised the enthusiasm of the group. The VSCC will be represented at Lake Perkollilli, 2019. Rumour has it that Peter Harold has bought a 1925 Chrysler 65 which is also being prepared for the event. I wonder if there are any other VSCC members preparing an assault on Perkollilli??

On the 29th of August Sheryl and I travelled to Northam and met with Randle Beavis, Ross Rayson, Executive Manager of Community Services and Vic Williams, Events Co-ordinator for the Shire. The aim was to review the roles the Town Council, the Northam Organising Group and the VSCC play in the running of the Northam Motor Sport Festival. It was a very productive meeting and we were very pleased with the Council's ongoing support for the event and their commitment of \$25,000.00 each year for three years to ensure its future. Sheryl has agreed, with help from the Council, to secure sponsorship for the Festival and will work closely with Ross, Vic and Randle. This will reduce Randle's workload and he will still play a leading role in the co-ordination of the Northam Organising Group.

It was a sense of relief, for the Caversham Working Group, to see some concrete action by the DPLH with the clearing of the circuit. A contractor, hired by the department and with the assistance of Brian Eyre and his Caversham Working Group, has done a great job.

Stage 2 of the Planning Workshop will be run on October 28 (See page 12 for the details)

The topics to be covered are:

1. Our future Clubhouse and "D circuit".
2. The succession process for Club Officers
3. Club promotion and the building of our membership.
4. The management of our competition events.

A good representative turn-out at this workshop is vital. I can't emphasise enough the importance of your input in deciding the outcomes of these issues.

The Nomination forms for the Management Committee were printed in September's Vintage Metal. If you have decided to nominate, the forms must be in the Secretary's hands by 5.00pm on the 8th of October.

The Annual Dinner and Awards Night will be held on December 11th in the Clubhouse. It was a great event last year with 100 members attending. The atmosphere, food and company made it a night to remember. Put the date in your calendars, bring your partners and celebrate the end of a successful year for the VSCC.

I would like to thank Paul Wilkins for organising Richard Wilson, our guest speaker for September's meeting. Neil McCrudden and a group of drivers who travelled the world competing in Formula Junior events will be October's guest speakers. Max Gamble and team will be providing a supper par excellence, not to be missed.

Our thoughts are with Phil Bolden at this time. His wife suffered a stroke recently. She has returned home from hospital under Phil's care. We wish her a speedy and complete recovery.

I look forward to catching up with you at the Coalfields 500 or at our next meeting.

Drive with care.

Rob Ozanne

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

Minutes of General Meeting

Held at the clubrooms, Caversham, 3 September 2018

1. **Meeting opened:** 8:00 pm, Rob Ozanne presiding, 38 members present.

2. **Apologies:** Graeme Robson, Ron Fabry.

3. **New Members and Guests:** Mike van den Rydt, Richard Wilson.

4. **Adoption of minutes of July 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 Sheryl or Graeme:

Acceptance of the Treasurer's Report:

Moved: Sheryl Swarbrick

Seconded: Mike Zlatovic

Carried

Sheryl also reported that 303 members have renewed their membership and 102 members are overdue to renew.

7. **Secretary's report:**

Correspondence In:

- a. Shire of Northam – acknowledgement of acquittal for NMSF 2018 (RB, PB, RO)
- b. Officeworks – invoice (SS & GR)
- c. Dani Meyn – response on officials' performance at AC (RO, PB)
- d. CMC – agenda for August meeting (GW, RO)
- e. Wheatbelt Volunteering – workshop info (RB, PB)
- f. ATO – BAS (GR, SS)
- g. Highlands Motorsport Park – newsletter (BC)
- h. Retromotive Magazine – promo (BC)
- i. Quickmail – invoice (SS & GR)
- j. Uniwork – quote for regalia (SS & GR)
- k. CMC – Bindoon Vehicle Day – 16 September
- l. CMC – minutes for GM and AGM (GW, RO)
- m. Tactico – invoice for July/Aug website maintenance (SS & GR)
- n. DoT – invoice for 8TK 440 trailer rego (RF, SS, GR)

Correspondence Out:

- a. Dani Meyn - officials' performance at AC (PB)

Acceptance of the Secretary's Report:

Moved: David Moir

Seconded: Max Gamble

Carried

8. **President's Report:** Rob Ozanne reported that:

- Volunteers are required to provide supper at general meetings; if you have volunteered but are no longer able to do so, find a replacement or as a last resort ring the president.
- Acknowledged the great work done by the Dad's Army team each month

to clean and maintain the clubrooms.

- **Caversham** – a contractor employed by the Dept. of Planning, Lands and Heritage had inspected the D Circuit to identify the trees needing removal for the fire break. The work to be carried out ASAP.
- **NMSF**
 - i. he, Sheryl Swarbrick and Randle Beavis had met with a councilor and the Events Officer from the Shire of Northam
 - ii. The Shire will allocate extra time to the Events Officer to assist with organization of the NMSF.
 - iii. Sheryl will manage sponsorship and liaison with the Shire.
- **Annual Dinner** – may be postponed to 11 December to allow the presentation of trophies following the Vintage Stampede.
- Membership cards have been sent to members who have renewed their membership.
- Our thoughts are with Phil Bolden whose wife suffered a stroke last week.

9. **State of Play Reports:**

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

- **Collie Coalfields 500:**
 - i. Entries close on 7 September.
 - ii. Scrutiny will be at Midland TAFE on 15 September.
 - iii. An open practice session will be available on the Friday afternoon for \$20 per vehicle.
 - iv. Supplementary Regulations will be issued later this week.
 - v. Mike Dennis from Victoria will be Clerk of Course.
- **Vintage Stampede** will be on 2 December at Barbagallo Raceway.

b) **Workshop:** Graeme Whitehead reported that:

- Kevin Dorn had donated a fridge.
- A new barbeque is required – members are asked to donate one.
- The Caversham Car will be on display at the All Austin Day at Whiteman Park on 7 October.
- The Dad's Army team will be preparing a Ford Model A for the Perkolilli event next year.

c) **Library:** nil.

d) **Social:** Michael Broughton reported that the new marquee and banners are being purchased.

e) **Regalia:** Ivan Okey reported that he will have 25 caps and 30 T-shirts for sale at the Collie event.

f) **Caversham:** Brian Eyre reported that:

- He will meet with Peet & Co this week to confirm the schedule for the Brabham housing development.
- He outlined various options for the design of new clubrooms.
- A schematic diagram of a future club house and a floor plan have been sent to the Dept of Planning, Lands and Heritage for consideration.

10. **General Business:**

- Rob Mitchell reported that there will be a presentation at the CAMS office on Tuesday 2 October to assist officials to identify counterfeit safety gear.
- The availability of the club's financial reports was queried – the President said copies were available from the Treasurer on request.
- The York Motor Festival held recently had around 500 cars on display and it was suggested that the club should be involved in future years.
- Max Gamble has offered to provide supper for the October general meeting.
- It was suggested that membership fees be increased to cover the cost of supper.

11. **Guest speaker:** Richard Wilson (pictured right) of Richard's Tyrepower spoke on the range of Michelin and Pirelli tyres he had available for vintage and classic cars.

12. **Next Meeting:** Monday 1 October.

13. **Meeting Closed:** 9:40 pm.



Guest Speakers October Meeting

For the past two years the Formula Junior (FJ) fraternity world-wide has been traveling the world to celebrate the sixtieth anniversary of the founding of this remarkable class of racing.

First set up in Italy as a nursery formula for young racing drivers, the maximum capacity of the production based engines was set at 1100 cc. This was handy in a country literally crawling with little Fiats, many of them Fiat 1100s. Many of the manufacturers that were christened “etceterinis” by the late Denis Jenkinson had experience of using Fiat mechanicals in their little sports cars and they soon turned their hands to producing little single-seaters for the new formula. They looked like miniature Maserati and Ferrari Grand Prix cars.

When FJ went international, it was only natural that British racing car manufacturers would build cars and they first of all built little front-engined racers, just like the Italian cars. However, Cooper stuck a BMC engine in the back of a scaled down Formula 2 car and, worst of all for the Italians, Colin Chapman built a FJ version of his new rear-engined Lotus 18 with a Cosworth modified Ford Anglia engine. The rest is history...

Nine VSCC members have been chasing the commemorative FJ circus around the globe and they will be our guest speakers at the October general meeting. We hope to have FJ cars on display. These are cars from before racing cars had to be crash tested, simple cigar tube shapes with, usually, a Ford or BMC engine and VW based gearbox.

Back in 2012 a bunch of FJ cars ran at Barbagallo in a group led by Duncan Rabagliati, Chairman of the Formula Junior Historic Racing Association in the UK. He and his band of historic racers stopped off at Barbagallo en route to the Tasman Revival meeting at Sydney Motorsport Park.



VSCC OF WA CALENDAR 2018-2019

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 Tuesday

November

3	Workshop Saturday
5	General Meeting and AGM
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	General Meeting and Annual Dinner
8	Workshop Saturday
11	Management Committee
17	Competition Group
18	Dad's Army Tuesday

Note! January dates are provisional.

January 2019

19	Workshop Saturday
29	Dad's Army Tuesday

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

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EDITOR'S RAMBLINGS



Best Ferrari

A recent e-newsletter I received from *Classic & Sports Car* magazine contained an article originally published in March 2016 in which a number of leading figures in the historic racing fraternity – writers, drivers and a couple of historic drivers – were asked to name their favourite Ferraris. Australian writer Steve Cropley chose the 250LM, harking back to his youth and his fascination with the Scuderia Veloce Ferrari usually driven by Spencer Martin. That's the car that won the 1965 Six Hours at Caversham, when Martin had team boss David McKay as co-driver.

Historic driver Tony Brooks chose the Dino 246 Formula 1 car from 1959. After saying that the 1958 Vanwall wasn't the easiest thing to drive and required a very precise style, Brooks went on to say: "The Dino, however, was closer to a 250F but better balanced on faster circuits. It had a lovely gearbox and the V6 engine was strong, but you didn't drift it in the same way. On tight tracks, Lotus and Cooper had the edge, but you could really show off around Reims."

One of the factory hot rods that Ferrari built for Tasman races got a mention. The Lex Davison/Doug Green car was an early example of the hot rods with its 3-litre engine and the 3.4-litre Super Squalo driven very quickly by Arnold Glass was another. However, it was a car sold to New Zealander Pat Hoare that made the list, and I'm sure that *Classic & Sports Car* won't mind if I quote the article.

"Neil Corner: Ferrari 246 Dino

"I've been lucky to have owned three 250GTOs, and they were superbly balanced with lovely gearboxes and great steering. But the ultimate driving experience for me is a single-seater and, with twice the power-to-weight ratio, my old Grand Prix Dino [chassis 0007] was very special.

"When Ferrari sold the Dino to Pat Hoare, it was fitted with a Testa Rossa V12 for the Tasman series, and I bought it in 1978. It was the fastest front-engined car I'd driven, and it was fantastic through quick corners. You could take Abbey at Silverstone as flat as a kipper but you couldn't afford to come across another car.

"The gearbox was better than a 250F and the brakes were superb. It wasn't easy to drive, but you felt really good after setting quick times. I once tried Albert Obrist's V6 Dino, which felt better balanced but sounded like a wet fart. After one practice session in my car, I took my helmet off for the final lap – the sound was incredible."

Obviously Mr Corner was not a fan of the V6 engine...

Aussies at Laguna Seca

Melbourne based Aussie Paul Zazryn took his 1974 Lola T332 to second place in both of the F5000 races at the Monterey Motorsports Pre-Reunion meeting at Laguna Seca on August 18 and 19.



The Matchbox Company shared Neil Corner's liking for the V12 Dino, using it for this "Model of Yesteryear", which is labelled "Dino 246/V12".

The following weekend at the 2018 Rolex Monterey Motorsports Reunion at Weathertech Raceway Laguna Seca to give it its full name, Zazryn was again the best placed Aussie in fifth place in the F5000 race.

Other Aussies in the race were Philip Lewis from Pokolbin NSW, 1972 Match A50, Bill Hemming from Brighton Victoria, 1977 Elfin MR8 and Frank Harris from Malvern East Victoria, 1973 Chevron B24.



Paul Zazryn easing into a left-hander at Laguna Seca in his Lola T332. Mike Matune photo.



This shot looks like The Dipper. Paul takes a tight line. Mike Matune photo.

There was, of course, a large group of New Zealanders including the redoubtable 77 years old Ken Smith of Auckland in his 1975 Lola T332.

Oh, and there were a few Americans and one Pom. Mind you, the Pom was one Greg Thornton, who races the Chevron B24 that Peter Gethin drove to beat all of the F1 cars and win the 1973 Race of Champions at Brands Hatch.

I must thank Mike Matune for the excellent photographs of Paul Zazryn's Lola.

Paintings of Your Cars

VSCC member Rob Falconer is an accomplished artist and has produced a number of excellent paintings of classic and historic racing cars for me in the past.

His latest painting (see right), for and of Ed Farrar, shows Ed in full cry punting his MG around the Northam circuit. The painting is A3 size. Rob supplies each painting framed and ready to hang. He also delivers it to you.

If you would like a similar painting of you and your car, all you need is a good quality photograph of your car in action and Rob will transform the image into a beautiful painting. Or if you have a photograph of a friend or loved one you can have a painting done as a gift.

As Rob says: "It is great to go in an office or study or as a special birthday present."

You can contact Rob on 0430 322 294 or email reliant.automotiveart@outlook.com.



New Email Address

Please send emails for Bob Campbell, the editor, to robertcampbell4@icloud.com, the email address shown in the Office Bearers list on page 2 (inside front cover). I am trying to phase out my use of the campbellfreelance address. Thank you.

Bob Campbell

DAD'S ARMY NEWS

Dad's Army Christmas Function

This years Dad's Army Xmas Show will be at Ron West's & 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 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!

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 92791061 M/phone 0412919370

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

Dad's Army's First Project

The first project for Dad's Army was the conversion of the main building at Caversham into viable clubrooms. For anyone who wishes to Google "What's happening Caversham April 2008", you will find the entry on the VSCC of WA web site describing the first club meeting held at the Caversham clubrooms.

"Captain Mannerling" aka Paul Wilkins led that first Dad's Army project team ten and a half years ago that converted a near derelict building into the rooms that have developed into today's clubrooms.

In April 2008, 170 members and friends gathered for the VSCC of WA's first meeting in the club's own rooms, a Clubhouse that is the envy of other motoring clubs in W.A.

Latest Project

By now most members will be aware of the Lake Perkolilli Red Dust Revival planned for September 12-16 next year, and Dad's Army intends to have a presence at the lake.

The newest project for Dad's Army is a Ford Model A lake roadster. Kevin Dorn has supplied the car and will be financing the rebuild. Members of the build team will be taking their turn behind the wheel at Lake Perkolilli.



As you can see from the photographs, the basics of the bodywork are there, although there is nothing behind the front seat. The front mudguards and running boards are present as are the headlamp bodies and the bonnet was tucked away in the front seat.

The team unloaded the Model A from the trailer and parked it in the workshop museum. The bonnet was put in place and the tarpaulin removed from the engine.

The next task is to assess what is needed to turn a rather run down Model A Ford into an effective lakes racer. There will be more progress reports in future issues.

DAD'S ARMY DATES – 2018/2019

	WORKSHOP SATURDAY	WORKING BEE TUESDAY	DAD'S ARMY TUESDAY
OCTOBER	6	23	30
NOVEMBER	3	20	27
DECEMBER	8		18
JANUARY (prov.)	19		29

VSCC NEWS

Caversham Committee

A progress report from committee chairman Brian Eyre.

Firstly the “D circuit” has now been cleared of all offending trees and shrubs, and now needs a couple of working bee days to finish the job.

There is no news from Tim Hillyard of the DPLH regards transfer of the land on the York St easement from the City of Swan.

The committee is currently working through the mechanics of design and costing of the drawing known as drawing 4.

Recently Paul Wilkins and myself had an informative meeting at the clubhouse with representatives from Peet and Co.

They informed us that stage one of the housing development (over the other side of Youle Dean Rd) is to commence this week.

The area containing the clubrooms will then be started on in 2020.

Peet and Co informed us they have no plans to demolish the clubrooms, in fact they intend to retain the site and buildings for use by the new community.

There is scope for the VSCCWA to remain at the clubhouse house if the conditions (to be negotiated) are suitable for all concerned?

One idea floated was that the clubhouse site could be further developed as a “shared facility” with additional built-for-purpose structures.

More talks are to take place.

Planning for the future

Rob Ozanne has passed on the details of the Stage 2 Planning for the Future Workshop, rescheduled to Sunday, October 28. Details below.



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



**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



WA COLLECTOR WINS MAJOR PRIZE AT PEBBLE BEACH

Western Australian car collector Alan Tribe enjoyed a breakthrough win on August 28 at the World's premier class car event: the Pebble Beach Concours d'Elegance 2018.

His 1939 Lagonda V12 Rapide with a rare James Young Drophead Coupé body won the Concours Class J3 for European Classic from the late 1930s. A class win at Pebble Beach is regarded as one of the greatest accolades in the classic car world, exceeded only by the Best of Show award which recognises the best of the best.

Few Australians have exhibited at Pebble Beach, let alone won a class trophy. This year, the Pebble Beach organisers invited 209 cars from 17 countries and 31 states to be exhibited on the 18th fairway of Pebble Beach Golf Links.

The list of owners of Pebble Beach cars is a veritable Who's Who of car collecting worldwide. Second to Alan Tribe's Lagonda in the class was another Lagonda V12 owned by one of the world's foremost car collectors, Sir Michael Kadoorie, of Hong Kong and a Bugatti Type 57C owned by another well-known car collector, Jim Hull, of California was third.

Mr Tribe's Lagonda is an extremely rare car. It is one of only three or four of the 17 Rapide V12 cars produced with a custom body. The chassis was produced in July 1939 and shipped to the coachbuilder James Young in September 1939 for completion — six weeks after Britain declared war with Germany. The first owner of the car, Anthony Gillson, was killed in Burma in 1944.

Mr Tribe is only the fourth owner of the Lagonda which came to Australia in 1957 with a modest 10,000 miles on the clock. It was restored by Auto Restorations in Christchurch, New Zealand. He said that the car has beautiful flowing lines and that combined with its colour of 'velvet green' appealed to the judges.



Alan and Marisa Tribe in their Lagonda V12 Rapide with the trophy from Pebble Beach 2018

The Lagonda V12 of the 1930s is regarded as the last masterpiece created by the British car designer and manufacturer WO Bentley. While the company which bore his name passed into Rolls-Royce ownership in the early 1930s, he was employed by the owner of Lagonda, Alan Good, to design the ultimate luxury sporting car. For Lagonda, WO Bentley designed a 4.5 Litre V12 engine with quad carburettors. Capable of propelling the car at more than 160kph, it is regarded as one of the most important engines of the classic era.

“It was a great thrill to win at Pebble Beach,” Mr Tribe said. “The standard of the restorations is incredible and when we were

directed to drive to the podium with two other cars from our class, we thought we must have come second or third.”

“When we won we couldn’t believe it! It is such an honour. Winning a first in class award at Pebble Beach is a summit in motoring terms and I don’t think that I will ever be able to better this. Naturally I am delighted.

“The trophy is now carefully packed in my luggage to bring back to Australia,” he said.

Press release and photographs supplied by Bill Buys.

A promotional advertisement for TCE (Truck Commercial Equipment) featuring a blue and yellow color scheme. On the left, the TCE logo is displayed with the tagline "The Professional's Choice". Below the logo, two yellow callout boxes provide pricing for different hoist models: "2 Post Hoist AVAILABLE from \$2750.00" and "4 Post Hoist AVAILABLE from \$3390.00". On the right, a photograph shows a red car elevated on a blue two-post hoist, with a white car parked on the ground in front of it. At the bottom of the advertisement, a yellow banner contains the text "CALL 1800 833 800".



Simon Kidston in his Bugatti Type 35 in the Mille Miglia

GRAND PRIX DE MONACO HISTORIQUE &

MILLE MIGLIA 2018

BY PAUL BLANK

Many VSCC members are aware that I take automotive tour groups to Europe and this year's tour included two of the greatest historic motorsport events – the Monaco Historic Grand Prix and the amazing Mille Miglia.

The Monaco event is held every second year and utilises all the infrastructure for the F1 race two weeks prior. Unlike the crushing crowds of the F1 event which I've also attended several times, the Historic Grand Prix is a much more relaxed and easy to enjoy event. Tickets get you into a grandstand of your choice and you can sit anywhere within it. We chose a grandstand near the Rascasse corner, opposite the F1 pits which a few of the Historic cars use. More importantly, it gave relatively easy access to the main Historic pits area nearby. With a lot more cars than an F1 race, additional pits are required.



Monaco Historic Maserati line-up

The event attracted entries from around the globe, including Martin Bullock from Perth and Tasmanian Scotty Taylor who was introduced to the event on one of my tours. Cars are categorised by age, beginning with 1920s cars and finishing with F1 1980s racers. In every category, the cars are driven hard. There are usually some slower cars towards the back of the pack, but the first half of each field really push these rare cars hard. It's great to see the



Mille Miglia: 1931 Alfa 6C
1750 ladies team

famous racing cars familiar from magazines and video sliding around, exhausts blaring and drivers fighting the big steering wheels.

VSCC members Ian and Jill Fry were in Monaco for the Sunday and came to the same grandstand to watch. Part way through the afternoon it began raining – which only made the driving more exciting to watch – some drivers revelling in the wet conditions. I had my son Max with me and we decided to go into the Pits for a close look at the cars. The access was from a new location this year, not signposted, but we found our way around, went through the security check and

found there was no cost to go in. The line-up of cars was spectacular. The event has many more applications than can be accepted, so the organisers can choose the best of the best to provide a real spectacle.

In the lunch break, the unique Lamborghini Marzal concept car was driven around the circuit by Prince Albert. His father, Prince Rainier had opened the 1969 Monaco Grand Prix driving the same car.

Three days later we had driven to lovely Brescia in northern Italy, home of the Mille Miglia historic road race. This is my favourite event in the world and I've enjoyed spectating half a dozen times before. Each year it's just as exciting. We got into the vast Scrutineering building the day prior to the Start which gave us excellent close-up viewing of the cars – 475 of them, plus two groups of modern cars, Mercedes-Benz and Ferrari, which run ahead of the field in separate 'Tribute' events.



Mille Miglia: 1950 Ferrari
166MM barchetta

The Mille Miglia was originally held between 1927 and 1957, the 1000-mile road race being known as the most demanding of events, looping from Brescia to Rome and back. Today's historic re-enactment is less time sensitive, but the drivers still have ample opportunity to give the cars plenty! The event is open to the models of cars which competed originally plus some by special invitation. Entries this year included over 60 cars which competed when new, plus another 400+ similar... The array of cars is simply unequalled by variety, quality and uniqueness.

The following day we went into the old town centre where all the Piazzas and streets were filled with the cars and in the afternoon, the event began. I know some areas near the start where we could watch the cars in action – more exciting than the start ramp. Over a million people come out to watch the event on the roads of Italy each year. A wonderful event.

We then headed to Lake Como, down to Modena and visited Ferrari, Maserati and Lamborghini and other beautiful locations before the 2-week tour concluded. Next year's tour is Supercar focussed, with participants driving exotic cars including up to the Stelvio Pass and Lake Como. But I couldn't resist including seeing the Mille Miglia again in the itinerary... Can't wait!

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

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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)

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Food and Drink available, no alcohol

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Bookings not necessary enrollment forms on day of event

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Photo courtesy of Mick Oliver



BERTHA BENZ

THE WORLD'S FIRST JOY-RIDER

BY BILL BUYS



The striking Bertha Benz, who became history's first joyrider when she took her husband's experimental car without permission and drove it on a 180 km round trip.

IN August, 130 years ago, a momentous occasion occurred: it was the first time a combustion-engined vehicle made a road trip.

Actually, there weren't even roads those days, just wagon and carriage tracks, so the arrival of a motored vehicle was probably akin to something such as the arrival of a spaceship from Planet X.

The driver? Bertha Benz, a striking lady, born Bertha Ringer.

In 1872, when she was 23, she married 27-year-old Carl Benz who, 13 years later, built his first three-wheeled Motorwagen.

By August, 1888, he was on Version 3.0, but the man destined to be the pioneer of automotive engineering had not yet driven any of his creations more than a few hundred metres.

Despite his engineering genius, he still regarded the three-wheeled vehicle as experimental, and had never driven further than around the courtyard of his workshop in Mannheim.

Bertha, however, saw things differently. If her husband's invention was to gain the recognition it needed to attract investors, it had to be proven that it was reliable and could cope with long distances.

So, early on August 5 she and her two young sons, Eugen and Richard, pulled the Motorwagen out of the workshop and set off down the wagon tracks from Mannheim to visit her family in Pforzheim, 106km distant.

As the story goes, she left a note on the kitchen table for Carl, who was still asleep, that she was on her way to see her folks – with not a word about the “test drive.”

He later noticed that the Motorwagen was missing and realised that his loved ones were not travelling by train.

Petrol was unknown at the time, so Carl built his vehicle's engine to run on ligroin,

A modern re-enactment of Frau Benz's pioneering inter-city trip in the Benz Motorwagen gets under way.





A detailed re-creation of the Benz Motorwagen, built by trainees at the Daimler-Benz factory.

primarily used as a cleaning fluid.

It was a problem for Bertha, since the fuel tank held only 4.5 litres.

Ligroin was available only from pharmacies and the one in Wiesloch, which still exists today and claims to be the world's first petrol station, was able to help them.

The long-distance travellers later bought more ligroin in Langenbrücken and Bruchsal during their journey.

Cooling the engine was even more of a worry because it used a water evaporation system and the water supply had to be topped up at every opportunity, so the

Motorwagen called in at pubs, stopped at streams or anywhere else where water could be found.

There were no punctures because the rear wheels had iron rings and the front wheel was covered in solid rubber.

For the most part, it all ran smoothly: there were only a few minor technical problems en route, which were all solved.

At one point the engine's suction-operated inlet valve got stuck, and several times Bertha had to clear a blocked fuel line with a hatpin.

The one-cylinder engine's output of around 1.8 kW at 500 rpm and its two gears were not enough to handle big gradients, so Bertha her sons simply got out and pushed where necessary.

But their efforts were rewarded with an increased rush of adrenalin when driving downhill.

The shoe brake, operated by a lever which acted on the rear wheels, could only slow the 360kg vehicle with a lot of effort and the brake shoes quickly wore out.

But on the return trip, Bright Bertha stopped in Bauschlott and had a cobbler cover the wooden brake shoes with leather – and thus invented the brake lining!

They made the return trip by a more direct route and all up, they did 180km in the Motorwagen – and had some incredible reactions from people they saw on the way.

Some folk thought the sputtering, smoking contraption was part of their Judgment Day and lay down, wailing in surrender, others were extremely excited by it.

Bertha, the complete mechanic, test driver, inventor and driving force, even worked out the car's fuel consumption: 10litres/100km - about the same as many of today's cars.

She died in May, 1944, aged 95.

That trip was just the start of an ongoing story of success for the motor car.

It not only reaffirmed Carl Benz's work, but bolstered both sales and marketing efforts in making the Benz patent motor car a success.

“In the years to follow and with new products developed, Benz & Company became the leading manufacturer of automobiles worldwide around the turn of century,” said Christian Boucke, head of Mercedes-Benz Classic.

“We are very proud that Bertha Benz is now in the Automotive Hall of Fame together with her husband Carl – she really deserves it.”

VANZETTI RACING SUPPORTS YOUNG DRIVERS

Tyler standing by the GTHO replica at Albany, 2018



An XY Falcon built and owned by Shane Vanzetti will be piloted at the Coalfields 500 by his son Tyler Vanzetti (22) who has been coming to terms with this newly built car for the last year at events such as Port Dennison Foreshore Sprint , Collie Motorplex , Northam and Albany Around the Houses.

Tyler's biggest achievements in Motorsport are, Australia 6 in McKay Qld 2013, WA 4 2013 Kalgoorlie, Far Western Champion 2012 Shark Bay, 09/10 JSRA champion, South West Champion, 3 Moora Championships, Moora fairest and best 10/11 and 11/12 and team

captain for Australia in the Australasian Challenge against New Zealand in New Zealand 2013.

Tyler's family is well known in Speedway circles as there are 23 family members with Speedway racing history and about 10 competing at the moment.

The team is flying in a special guest driver from South Australia Kooper Greig (18) for his first drive in a historic and regularity event at the Coalfields



Tyler Vanzetti in the family XY GT-HO replica

500. Kooper from Murray Bridge has been to WA on 2 occasions to drive The Vanzetti Motorsport Daihatsu Charade, securing WA 2 in the state title at Bunbury Speedway 2017. The boys are no strangers to competition as they have both raced Speedways Junior Sedans all around Australia at the highest level competing in State and National Titles.

Kooper is one of the very few drivers to compete in 7 national titles, his first as a 10 year old and his last at 17.

Kooper Greig's greatest achievements are WA 2 Bunbury 2017, 3rd NT State title Tenant Creek 2016, 4th in the South Australian state title at Bordertown.

Kooper Greig with his trophy at Bunbury in 2017



Tyler's grandfather, Michael Vanzetti, raced a Ford Falcon XP 351 in sports sedans through the 1980s at Wanneroo Park which has inspired the later generations to get on the bitumen and have a go.

Information and photos provided by Shane Vanzetti.

Mike Vanzetti in the 351 V8 XP Falcon at Barabagallo Raceway





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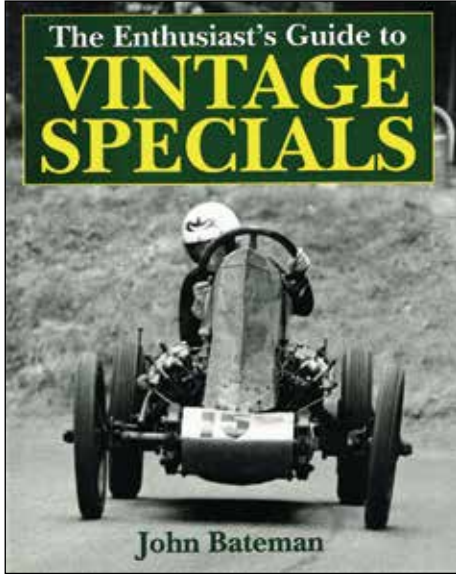


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COLLECTORS' BOOK REVIEW: THE ENTHUSIAST'S GUIDE TO VINTAGE SPECIALS BY JOHN BATEMAN



This fascinating book was published in 1994 and, according to Pooks Motor Books, its out of print date was April 1, 1998.

However, Pooks does have a copy of it for sale as do Amazon.com and that great source of out of print books, abebooks.com. If you Google it you will find more sources. Prices vary from around \$325 up to an eye-watering \$650, but you needn't worry about the last figure, because it came from Amazon.com and they don't ship books to Australia.

Since our government started fiddling about with GST on mail order imports, it has become more difficult to find overseas mail order houses that will ship to Australia.

Anyway, back to the book. It is a large format book (277 mm x 220 mm) with 194 pages printed on gloss art paper. The quality of production is matched by the entertaining and informative text. Plunge into this book almost anywhere and you will be drawn in by the descriptions of ever more unlikely specials. It

would provide a great guide for anyone looking for inspiration to build a special for Lake Perkolilli. One car described in the book that should be familiar to VSCC members is the Spikins Bantam formerly owned by Trevor Eastwood, which is now in the UK and on display at the Brooklands Museum.

Another of the specials described would appeal to our club's JK and L fraternity, being labelled an Austin-Ford. Many Austin Seven specials have acquired four-cylinder Ford engines, usually 1172 cc

The Austin-Ford as it was in the 1980s



Ford 10 units. However, the four-pot Ford in this car is from a Model A and displaces 3½ litres – three



times the size of the Ford 10!

The torque of such a large engine would normally cause problems with the lightly built and not terribly stiff Austin Seven chassis, but in this case we are told: “the gearbox output flange is bolted directly to a cut-down Ford A back axle.” At each end of this shortened axle is a sprocket, connected by chain to a matching sprocket on the tubular back axle. The brakes remain on the Model A axle, providing a further reduction in unsprung weight. At the front a tubular axle is mounted above the transverse leaf spring, which, combined with suitably set quarter-elliptic springs locating the rear axle, gives the car a “very low stance”.

The driver’s cockpit is quite cramped, with the driver sitting behind the differential with one knee hooked over each side tube and feet placed alongside the gearbox. In fact, we are told: “Rumour has it that it was only at the eleventh hour that the designer realised he had not left any space for a cockpit”. Another shortfall of the design was in the exposed chain drive, which somewhat upset the scrutineers. Mr Bateman tells us: “Since then steps have been taken to enclose this, and marginally reduce the risk of amputating the driver.” The car can be geared for any hillclimb or circuit by selecting appropriate sprockets for the chain drive.

Considering the number of Austin Sevens and Model A Fords owned by VSCC members, it is surprising that none has, as yet, considered a similar hybrid. Apparently the featured car cost only £750 when it was constructed by Tim Llewellyn in the 1980s.

Another unusual racer described is the GN-Ariel originally built by Kenneth Neve in around 1947 as a 500 cc racer. The ubiquitous Coopers put paid to Mr Neve taking class honours in his front-engined GN inspired car, so he decided to re-engine it and move up a class or two. The Coopers were also dominated the 1100 cc class, so Neve went up to the two-litre class by stretching the chassis a bit and fitting two Ariel Square Four engines. Neve suggested in his book *A Bit Behind the Times*: “There was a certain deplorable conceit in running a home-made machine with eight cylinders instead of the common one or two.”



The GN-Ariel built by Kenneth Neve

Bateman tells us: “With eight stubby exhaust pipes and carburettors almost directly above the two BTH magnetos, spectator entertainment of the pyrotechnic variety was high on the list of probabilities...” Attempting to cure another fuel related problem, low pressure, the driver tried to pressurise the tank by blowing into a long tube attached to the tank cap. Bateman remarks: “The comments and suggestions proffered by the crowd as the car was positioned on the start line are better not repeated!”

Other specials described include an Austin Seven based car known for some reason as Grannie, which has the chassis rebuilt with the side members parallel, Morgan front suspension and a side-valve V-twin JAP engine mated to the Seven driveline. An onlooker suggested that it looked and sounded like a vintage ride-on mower, “but a racing one, of course,” he added.

The Lightweight Special built by Alec Issigonis, John Cobb’s Napier-Railton that set the all-time Brooklands Outer Circuit lap record at 143.44 mph, John Bolster’s Bloody Mary and even Bob Chamberlain’s Chamberlain Special, which featured in the August 2018 issue of *Vintage Metal* all appear in the book. It is fun to read and must inspire all would be special builders aiming at Groups J and K or perhaps a special for Lake Perkollilli.

Bob Campbell

JKANDL SQUARE RIGGERS UPDATE



Silverwings 21 Years Old

Silverwings' first outing to Kalgoorlie in 1997 with Trevor Eastwood's V8 Special and Joe Caudo's Hudson en route to Lake Perkolilli.

To me it only seems like yesterday when I drove the restored Silverwings for the first time, but I just realised that it was 21 years ago in September that I drove my freshly reconstructed 1928 Chrysler at Lake Perkolilli and began a long relationship with the Vintage Sports Car Club and historic motor sport.

Hugh Fryer has politely suggested to me for at least a year that I should write something for Vintage Metal about Silverwings so I guess this as good a time as any.

My interest in vintage motor sport began with the occasional visit to York to watch the Flying 50s but it was the sight of Rob Stewart's Buick Special floating around the course in the Gull Speed Classic at Midland which got me thinking about participating myself. Surely I could build a car like that? I had a young family and I couldn't afford a restored vintage racer but I could afford to build something myself. Rob's Buick was a minimalist design and all I needed was a rolling chassis to do the same thing myself. I researched what car to build and all roads led to Arthur Colliver and Billy Attwood's record breaking Chrysler 6. It had pedigree. Piloted by Wizard Smith, it set inter-city records on Australia's east coast and in New Zealand before it came to WA and beat all comers. Silverwings was long gone (unless someone finds an old Chrysler ute on a farm with a silver chassis and wire wheels!) so nobody had a problem if I built a replica.

I hit the jackpot when I tracked down a rolling chassis with a cowl in Sawyer's Valley. It was owned by Fred Ashby who had collected a few vintage Chryslers and he was prepared to sell them. In a moment of madness I paid \$2000 for a heap of rust but it turned out to be a very good heap of rust. It wasn't a run-of-the-mill Chrysler, it was the remains of a 1928 Chrysler 72 Sports Roadster. Chrysler has always had reputation for powerful engines in sporting cars, and this was the sportiest of the range in 1928. Only a few thousand of these roadsters were made and they had a great reputation, coming third and fourth at Le Mans behind the Bentleys, and winning it's class at Spa-Francorchamps (2nd overall behind an Alfa Romeo 6C) and 2nd in class at the Mille Miglia.

It was fun researching the history of Chrysler. I met the guru of vintage Chrysler racing Ray Jones. He won the Genevieve Race to Albany in his Chrysler and he'd competed in

numerous Mille Miglia, Le Mans Classic and Laguna Seca Historic events with his Chrysler 75 Roadster.

I turned to Rob Stewart to help build an engine for me. Our first look at my engine was not positive (although today we would repair this engine — in those days we just looked for another). Rick “The Pope” Cardinal came to my rescue. He had a 1930 Chrysler 77 engine which he pulled out of an abandoned car on the Dingo Proof Fence.

This was a great engine (4.4 litres & 93 bhp @3,200rpm) to put in the racer and it has been a very strong powerplant ever since. Unable to find any brass Solex carbs like the original car, I was able to purchase two brand new British Zenith updraft carbs which had been at the Chalwell wrecking yard in East Fremantle for decades. A few years later, Max Annear, the son of Silverwings’ original race mechanic Dick Annear gave me a Solex barrel valve carb from the original race car and a hand-filed solid copper head gasket. They were running such high compression that normal gaskets just blew out.



Silverwings at the Sandalford Sprint in 2003



Silverwings towers over Ron Walters' Austin Seven, Albany 2008

People unkindly called my Silverwings a truck but they were right. Before Fred Ashby rescued it, the car was converted to a flatbed ute as a fruit picker’s truck, going up and down the orchard with boxes of fresh fruit carted on the back.

The car made its debut at the 1997 re-enactment we conducted at Lake Perkolilli and then the last York Flying 50 ever held in 1998. In the last two decades, Silverwings has been raced at just about every VSCC venue including long forgotten events such as the sprints at Mindarie and the Joondalup

around-the-houses event. I’ve driven the car at hillclimbs, the Targa Sprints, Albany, Northam, Goomalling and Collie. I have thrashed the old car but it just keeps on going.

As the years have rolled on, Silverwings has been equipped with cycle guards, luggage boxes, a muffler, a trunk, lights and recently at my wife Cathy’s request for a rally in Geraldton, a windscreen. When one of the original wire wheels collapsed during a Vintage Stampede, I was lucky to get a brand new set of wheels.

Silverwings has been back to Perkolilli three times since 1997. The car and its driver have mellowed with age. Silverwings (and more significantly, it’s driver) is not as fast as it once was but it is still an exciting car to drive.

I recommend the pre-war racing group to anyone who wants to participate in our club events for the sheer fun of being on the track with like-minded friends who want to drive old cars hard.



Silverwings in touring trim, Rallywest, Geraldton 2017

Graeme Cocks

VSCC MEMBERS PREPARING FOR PERKOLILLI



There are a number of VSCC members preparing cars for next September's Lake Perkolilli Red Dust Revival. A few of them are pictured here. Above is Graeme Cocks's Model A based Miller Ford, shown below left in 1963 before it left California with (Graeme thinks) Sacramento plates.



Below: Young Daniel Cocks (now 27 years old) in the Model A that was to become Cactus.



Bryan Scrivenor and Hugh Fryer on a back road between York and Beverley on a Pre-war Sports Car Club run in early September.

Below right: Cactus poses with models at the Fremantle Motor Museum opening, 2002



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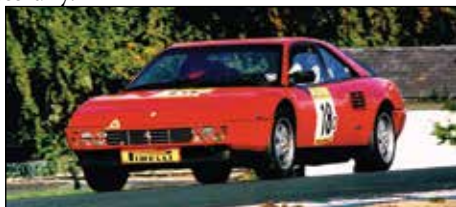
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1990 Ferrari Mondial T 3.4

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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

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Asking \$525

Also available: plates
WORLD CUP on my car.



Asking \$500

Contact Richard Ranshaw Mob 0419 907 003



FOR SALE

1980 MGB GT

3.5 Rover V8, Supra 5-speed gear box, Borg Warner LSD 3.23:1, competition suspension, 6 rims with Toyo tyres, MSD, 2 barrel Holly carburettor

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Car trailer can also be purchased for an additional \$5000

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1939 Dodge Special — \$20,000

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Philip Island 2:05, Wanneroo long circuit 1:13



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Peter Eastwood 0402 499 650

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Check Google for auction house prices of recent sales.



Enquiries to Bob Walton 0475 066 830



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

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