



June 2019

Issue No. 335

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

VINTAGE METAL

www.vscwa.com.au

NORTHAM 2019 PHOTO GALLERY



PLUS:

Barson Special

Excelsior – Belgian Beauty

**Book Review: Ford Australia – The Cars and
the People Who Built Them**

June General Meeting – Monday 10th June 2019

Vintage Sports Car Club of WA (Inc.)

ABN 49 845 981 838

PO Box 1127, GWELUP WA 6018

Telephone: 0400 813 141

Email: admin@vscwa.com.au

OFFICE BEARERS AND OFFICIALS 2018/19

President: Glenn Swarbrick Mobile: 0411 597 948 Email: glenn@swarbrickyachts.com
Vice-President: Paul Wilkins Mobile: 0428 922 823 Email: paulwilkins@westnet.com.au
Treasurer: Graeme Robson Mobile: 0407 197 519 Email: gnrobson48@gmail.com
Secretary: David Moir Mobile: 0400 813 141 Email: david.moir@iinet.net.au
Administrative Officer: Sheryl Swarbrick Mob: 0416 025 667 Email: entries@vscwa.com.au
Membership/entries correspondence to Sheryl at: PO Box 7277, SPEARWOOD WA 6063
Club Management Committee:

Michael Broughton	Mobile: 0418 921 544	Email: mbroughton356@gmail.com
Ron Fabry	Ph: (08) 9457 9179	Email: rfabry29@hotmail.com
Mark Jones	Mobile: 0432 910 742	Email: markljon@iinet.net.au
Len Kidd	Mobile: 0422 797 461	Email: an.len@live.com
Ivan Okey	Mobile: 0447 267 938	Email: yekornavi@yahoo.com.au

Competition Secretary: **Vacant**

Dads Army: Ron Fabry Ph: (08) 9457 9179 Email: rfabry29@hotmail.com
Regalia Officer: Ivan Okey - Mob: 0447 267 938 Email: yekornavi@yahoo.com.au
Bar Manager: Graeme Whitehead - 0412 919 370
Membership/Entries Registrar: Sheryl Swarbrick — Email: entries@vscwa.com.au
Vintage Metal: Bob Campbell — Email: robertcampbell4@icloud.com
Ph: (08) 9279 7555 Mobile: 0419 849 835
Web Master: Frank Clay — Mobile: 0448 013 288 — Email: frank@tactico.com.au
Historian 1969 on: Len Kidd — 0422 797 461 — Email: an.len@live.com
Historian pre-1969: John Napier-Winch Mobile: 0429 439 007
Email: houseofwinch@gmail.com
Librarian: Mark Jones – 0432 910 742 – Email: markljon@iinet.net.au
CAMSWA Sport and Club Development Comm: Paul Bartlett 0419 907 378
Council of Motoring Clubs WA: Graeme Whitehead 0412 919 370
Concessional Examiner: Boyd Kolozs - Mob: 0466 791 298 - Email: kolozs@westnet.com.au
Chief Scrutineer: Barry Mackintosh 0497 136 523
Max Gamble (08) 9276 2903

VSCC Log Books:	Coordinator	Ivan Okey	0447 267 938
Eligibility Officer:	Group JKL	Max Gamble	(08) 9276 2903
Eligibility Officer:	Group MOPQR	Neil McCrudden	0407 867 473
Eligibility Officer:	Group N	Steve Boyle	0419 904 734
Eligibility Officer:	Group S	Tony Brett	0427 004 709

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

Minutes of General Meeting

held at the Clubrooms, Caversham, 6 May 2019

1. **Meeting opened:** 8:08 pm Glenn Swarbrick presiding, 34 members present.
2. **Apologies:** Len Kidd, Terry Reynolds, Craig Atkins, Jack del Borello.
3. **New Members and Guests:** Peter & Jane Hammond (Northam Organising Committee), Adam Huckle.
4. **Adoption of minutes:**
Moved: Paul Wilkins **Seconded:** Ivan Okey that the minutes of the April meeting be accepted. **Carried**



Sheryl Swarbrick at Northam. Snapper Cristina Farrar wondered what her nominated time was?

5. **Business arising:** nil
6. **Treasurer's Report:** Sheryl Swarbrick reported the current balances on behalf of Graeme Robson. Current balances and other cash amounts are available to members from Sheryl.

Acceptance of the Treasurer's Report:

- Moved:** David Moir **Seconded:** Max Gamble
Carried

7. Secretary's report:

Correspondence In:

- a. Ray Panizza – membership query (SS)
- b. Wheatbelt Volunteering Newsletter (RB)
- c. Paul Roberts – membership query (SS)
- d. Syd Jenkins – NMSF comments (CC)
- e. Andrew Murray – NMSF comments (CC)
- f. Simon Northey/Jim Newell – NMSF comments (PB)
- g. Creating Communities – request for meeting re Caversham (BE)

- h. Raymond Shaw – timing problem at NMSF (PB)
- i. Rare Spares – new member registration (DM)
- j. Gavin Edge – query re surcharge on NMSF entry (DM)
- k. Officeworks – invoice for (SS & GR)
- l. Westnet – invoice for (SS & GR)
- m. WA Regional Achievement & Community Awards – nominations open
- n. Bob Campbell – invoice for March VM (SS & GR)
- o. WA Museum – collectors' day at Fremantle on 18 May
- p. Neil McCrudden – query on fee for Concessional licensed vehicles (DM)
- q. Shire of Northam – remittance advice for refund of bond (SS & GR)
- r. Officeworks - invoice (SS & GR)
- s. Daimler Trucks – Big Boy's Toys night on 1 May
- t. CMC – minutes of April meeting (GW)

- u. CMC – special meeting to vote on change of rules (GW)
- v. VSCCA – misplaced Albany entry from Rod White (RO)
- w. VCCQ – newsletter (BC & MJ)
- x. Wheatbelt Steel – remittance advice for sponsorship for NMSF (RB, SS & GR)
- y. Officeworks – invoice (SS & GR)
- z. VCCWA – newsletter (BC & MJ)
- aa. Westnet – reminder invoice (SS & GR)
- bb. Jeff Connell – single event membership application for RDR (SS)
- cc. Rare Spares – loyalty statement (DM)
- dd. Northam District Motor Cycle Club – invoice for NMSF (RB, SS & GR)
- ee. Lupton's Liquid Waste – invoice for NMSF (RB, SS & GR)
- ff. Delmedia & Design – invoice for marquee (MB, SS & GR)

Correspondence Out:

- a. Andrew Murray – NMSF comments (DM)
- b. Gavin Edge – query re surcharge on NMSF entry (DM)
- c. Paul Bartlett – letter of appreciation re NMSF (DM)
- d. Syd Jenkins – NMSF comments (DM)
- e. Neil McCrudden – query on fee for Concessional licensed vehicles (DM)



Randle Beavis not only played a big part in organising the Northam Motorsport Festival, but was also an enthusiastic competitor in his Lotus Cortina (MD)

Acceptance of the Secretary's Report:
Moved: David Moir **Seconded:** Max Gamble that the Secretary's report be accepted
Carried

8. President's Report: Glenn Swarbrick reported that:

- Northam Motorsport Festival was well run and gave thanks to all volunteers, with special thanks to Paul Bartlett, Paul Wilkins and Randle Beavis.

- He has had a teleconference

with CAMS on the Albany Classic and the joint promotion of all events that weekend.

9. State of Play Reports:

a) **Competition:** Rob Ozanne reported that organisation of the Albany Classic is progressing well;

- Most officials' positions have been filled
- He is seeking volunteers to help with marshalling on the Sunday
- Entries close tomorrow, 155 received to date.

b) **Workshop:** Ron Fabry reported that:

- Model A 'speedster' project is progressing well.
- The Ford A Restorer's Club will visit the clubrooms on Tuesday 21 May.
- Christmas-in-July club event at Tony Perneckchele's Gidgegannup "Ford Farm" property on 16 July.

c) **Library:** Mark Jones thanked Max Gamble for his donation of books.

- d) **Social:** nil.
- e) **Regalia:** nil.
- f) **Caversham:** Brian Eyre reported that:
 - He met with Creating Communities, a consulting firm working for Peet Ltd.
 - He understands that ownership of the property will eventually transfer from the State Government to the Shire of Swan.
 - We are still awaiting the short-term lease.
 - He discussed the possibility of a long-term lease over a large part of the existing building and site.



Brian Eyre not only heads the Caversham sub-committee, he also competes enthusiastically in his Peugeot 205GTi (MD)

10. General Business:

- **Risk Management Plans** – discussion on the large amount of work done by Paul Bartlett and Rob Ozanne to satisfy Tourism WA's sponsorship requirements.
- Ken Lyon donated a commemorative plaque from Red Bull Racing.
- Peter and Jane Hammond presented trophies for the Northam Flying Fifty to:



Richard Baird, Hudson Terraplane, in his trophy winning drive at Northam (MD)

- i. Richard Baird, Group 1
- ii. Jamie Scott, Group 2
- iii. Steve Williams, Group 3
- iv. Mario Monachino, Group 4
- They also presented commemorative tiles for 20 years of the Northam Flying Fifty to:
 - i. Wanneroo Flag Marshalls' Association
 - ii. Mike Sherrill
 - iii. Barry McIntosh
 - iv. Tony Brett
 - v. Hugh Fryer
 - vi. Jack del Borello

- vii. Ian Fry
- viii. Glenn Swarbrick
- ix. Graeme Cocks
- x. Tony Fowler
- xi. Andrew Murray.

11. Guest speaker: Sheryl Swarbrick explained the Wild Apricot system for club administration and a new club website.

12. Next Meeting: Monday 10 June.

13. Meeting Closed: 9:07 pm.



Mario Monachino's remarkable 1500 cc Fiat 500 at Northam (NL)

Northam Tile Presentation

Paul Wilkins supplied Vintage Metal with photographs of some of the tile presentations at the May General Meeting.

Not all of the recipients were present, so some of the tiles were collected by friends who will pass them on to those who are not regular meeting attendees.

The recipients are named under each photograph. Jane and Peter Hammond are in the background of each shot.



Barry Mackintosh accepted tiles for himself and his late brother Bruce



Above, Andrew Murray with his tile



Ian Fry was there to accept his tile



Glenn Swarbrick above and, below, Max Gamble accepting Mike Sherrill's tile



Above, Mike Grogan accepted on behalf of the Wanneroo Flag Marshalls' Association and, below, Tony Brett collected his tile



VSCC OF WA CALENDAR 2019

June

1	Mt Clarence Hillclimb	Club Hillclimb Championship Rd 1
2	Albany Classic	Club Regularity Championship Rd 2
8	Workshop Saturday	
10	General Meeting	
11	Management Committee	
17	Competition Group	
18	Dad's Army Working Bee	
25	Dad's Army	

July

1	General Meeting	
6	Workshop Saturday	
9	Management Committee	
15	Competition Group	
23	Dad's Army Working Bee	
30	Dad's Army	

August

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

September

2	General Meeting	
7	Workshop Saturday	
10	Management Committee	
12-16	Red Dust Revival	Lake Perkolilli
16	Competition Group	
17	Dad's Army Working Bee	
24	Dad's Army	

October

5	Workshop Saturday	
7	General Meeting	
8	Management Committee	
14	Competition Group	
18-20	Collie Coalfields 500	Club Regularity Championship Rd 3 State Historic Race Championship
22	Dad's Army Working Bee	
29	Dad's Army	

DAD'S ARMY NEWS

Christmas in July

Don't forget Dad's Army's Christmas in July function on July. For those who missed it in the May issue of Vintage Matters and to remind the rest of you, here is the announcement of



the event.
On display at the Bailup Ford Farm Museum is the ex-RAC Ford Model T, acquired by the RAC in 1984 from restorer Eric Richards of Gnowangerup. You can read the whole story on the display board when you come to the Dad's Army Christmas in July.

and provide food and drinks, beer, wine, soft drinks, water, tea and coffee.

Included in the price for this event is the cost of admission to the Museum, \$20 per person. Tony donates this money to the Perth Children's Hospital Foundation.

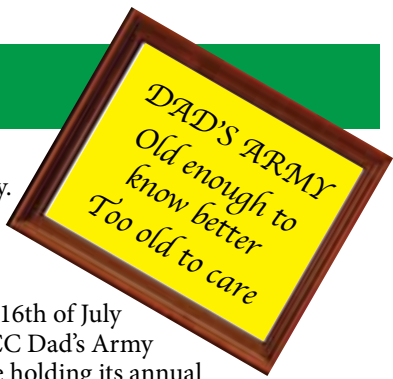
For any Club Member who has done one Dad's Army Tuesday or Workshop Saturday the cost is \$25. If you are a VSCC club member the entry fee is \$35 each. Anyone who would like to bring a non-member friend the cost is \$40 per person (all welcome).

All people going will need to notify and pay Graeme Whitehead by Thursday the 11th of July. This is so we can cater for you and have the money to pay our entry fee. Don't come unpaid or unbooked. NO EXCUSES!!

Graeme Whitehead's contact details:

Mobile Phone 0412919370

Home Phone 92791061



On Tuesday 16th of July 2019 the VSCC Dad's Army Group will be holding its annual Dad's Army Christmas in July event. This year it will be held at Tony Pernechele's Bailup Ford Farm Museum at 10400 Toodyay Road Bailup. We will be having a morning tea and BBQ Lunch.

The day will consist of Morning Tea at 9.30 am (tea ,coffee, soft drink, water and biscuits). At around 10 am you can tour around the Museum's multiple sheds which house the best collection of Fords, race cars, memorabilia and car parts, some of which are for sale. This is a multi-million dollar collection!

If you are car buff, or particularly a Ford fan, this collection is one not to be missed .

At around 12 noon we shall fire up the BBQ



Moving on from the Model T, the museum proudly displays this pair of Model As, a pickup and a coupé.



Ford V8 based mobile dentist's surgery from the mid-1930s, also at the museum



The replica of Vic Watson's Hurricane V8 that traces its origin to a 1949 single-spinner Ford



1959 Ford Ranchero ute based on the "tank" Fairlane



1948 Ford ute, formerly part of Robin Ferguson-Stewart's collection



A 1955 Mk 1 Zephyr convertible by Carbodies fronts a group of 1950s Fords



Two XY GT Falcons that are based on rebuilt South African market Fairmont GTs

Moffat mural on the wall behind the South African Falcons shows Allan Moffat and his winning XW GTHO Phase 2 in 1971

Old News

A couple of years back, some of our members headed to Goodwood for the Revival Meeting. Here (overleaf) are the Jones boys, Bruce (left) and Mark (centre) with Ang Fiora.

Bruce's overalls and both Bruce's and Mark's



caps are labelled “Australian Glider Plane Refuelling Team”. Ang kept out of the overall scene and concentrated on his Jackie Stewart impression.

Perkolilli Model A

The Perkolilli Model A project car is proceeding nicely. The seat has been rebuilt and was lacking only the padding and upholstery at the Workshop Saturday on May 4. The engine and gearbox have been installed and it is beginning to look like a car again.

The various controls are being connected and we'll soon have the engine controls, clutch, brakes (very important) tied to the appropriate pedals and levers. Given that the intake of the updraught carburettor is very low down, we'll definitely need an effective air filter to prevent the engine from ingesting vast quantities of Perkolilli red dust.

The Model A was part of the attraction for the Model A Restorers Club, who visited Dad's Army on the Working Bee day on May 21. The report and photographs of the visit will be in the July *Vintage Matters* e-bulletin.



Amazing aluminium bodied Cobra replica is one of Tony Pernechele's prized possessions

DAD'S ARMY DATES - 2019

	WORKSHOP SATURDAY	WORKING BEE TUESDAY	DAD'S ARMY TUESDAY
JUNE	8	18	25
JULY	6	23	30
AUGUST	3	20	27
SEPTEMBER	7	17	24

NOTE! DEADLINE FOR ARTICLES AND ADVERTISEMENTS FOR THE AUGUST 2019 ISSUE IS JULY 11, 2019.

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News from the Council of Motoring Clubs

The latest bulletin from the CMC is dedicated to Code 404 topics. An extract from the bulletin covering seat belt requirements and basic ADR requirements is to be found on page 16.

If you would like a copy of the CMC Bulletin and haven't received one, contact David Moir or Bob Campbell and we can email you a copy of the March Bulletin.

Club Office Bearers and Officials

The club management committee has lost members due to ill health and advancing age and other committee members intend to stand down at the AGM in November.

Treasurer Graeme Robson is standing down because he will no longer be resident in the metropolitan area but is moving to the South West. If you are available to fill this or any other position on the management committee, you will need a proposer and seconder from among the club's financial members and you will need to fill out the nomination form that will be included with the August *Vintage Metal* and the September *Vintage Matters*.

There will be at least three other vacancies for committee members, so think about whether you wish to take part in the decision making that will guide the future development of the club. Again, you need a proposer and seconder who are financial members of the club and must fill out the nomination form.

Dad's Army Convener

Since Dad's Army was set up to maintain the club rooms when the club moved into the Caversham premises, there have been two conveners, Paul Wilkins and Ron Fabry. Ron is stepping down from the management committee at the AGM and this announcement appeared in the May issue of *Vintage Matters*.

Ron Fabry is stepping down from the VSCC Committee at the end of the year and the club is looking for someone to take over both his position on the committee and his job as the convener of Dad's Army. This does not mean that Ron is stepping away from Dad's Army. He will still be helping out, but after 12 years helping the Dad's Army Crew he would like to have a bit of a break. If you are interested in taking up this job please talk to Ron about what the job entails and how rewarding it can be meeting a great bunch of people from all walks of life with interesting histories in and out of motor sport.

If you are curious about the activities of Dad's Army, please come along to one of our mornings at the club rooms. The dates are in the table opposite. The gates are opened at 8 am for a 9 am start. The water will be boiling for early arrivals to sustain themselves with a mug of tea or coffee.

The activities include sweeping out and generally tidying the club rooms, keeping the grass under control and cleaning up the grounds (we have a ride-on mower) and working on the club's project cars, which at this time are the Caversham Car and the Model A Ford being prepared for the Lake Perkolilli Red Dust Revival in September. If you've ever wondered why the club rooms are not knee-deep in dust and how the grass (and weeds) are kept under control, the answer is Dad's Army.

The boys are also creating a small museum in one of the generator rooms.

At around 10.30 Dad's Army stops for a substantial morning tea (nobody eats lunch on Dad's Army days), before continuing work until about midday.

Contact Ron Fabry to arrange to come out and enjoy a day with Dad's Army...then join up!

EDITOR'S RAMBLINGS



Most Famous Erotic Failure in Regents Park

I found this story while thumbing through an old book (I bought it more than 30 years ago) called The Book of Erotic Failures by Peter Kinell. No, I'm not going to review it.

It was a case that captured the nation's imagination.

Dr Brian Richards was called to an unusual emergency in Regents Park. A couple, overcome by passion, had just discovered why it is unwise to try to make love in the front of an Austin Healey Sprite sports car.

At the critical moment, the man slipped a disc, trapping his girlfriend. Near naked, neither of them could move an inch. Finally the girl managed to summon help by jamming her foot on the car horn. Soon the car was surrounded by firemen, ambulance men, a number of highly amused onlookers and Dr Richards.

'When we opened the door,' said the doctor, 'the man's bare rump, trousers and his ankles, lay as if transfixed on the near nude female torso. Two women volunteers had appeared to serve hot sweet tea in the best blitz style.'

Finally, firemen had to cut away the car's back panel, rear window and boot. The man was taken away in the ambulance and, as the girl was helped into a dressing gown, she burst into floods of tears.

The doctor comforted her – her lover would soon be on the mend.

'Sod him,' she said. 'What's worrying me is how I'm going to explain to my husband what's happened to his car.'

Thank You for the Photographs

Thank you to Nicole Lothe, Graeme Cocks, Mark Duder, Hugh Fryer (he sent me Nicole's photographs of non-JKL cars) and Chad Raven for the photographs of Northam, in the photo gallery and accompanying the minutes and the JKL Squareriggers Update (page 24). I have identified the photographers by their initials in the captions, NL for Nicole, GC for Graeme, MD for Mark and CR for Chad. The front cover photograph is by Mark Duder.

And for the Stories

Thank you to long time *Vintage Metal* contributor Bill Buys for the stories of the *Barson Special* (page 14) and the regal *Excelsior (Belgian Beauty, page 24)*.

Contact Changes

Please note that Mark Jones, committee member and librarian, has changed his contact telephone number and is now available only on his mobile – **0432 910 742**.

Also, please note that my email address is **robertcampbell4@icloud.com**. I no longer regularly check the former campbellfreelance address, so anything sent to that address might wait a while for a reply.

For all VSCC contact details, check the inside front cover of this magazine. You will notice that a few names are missing due to the resignation of several committee members. As mentioned in *VSCC News* on page 11, we need members to step up and take on various positions in the administration of the club.

It's your club. Please support it.

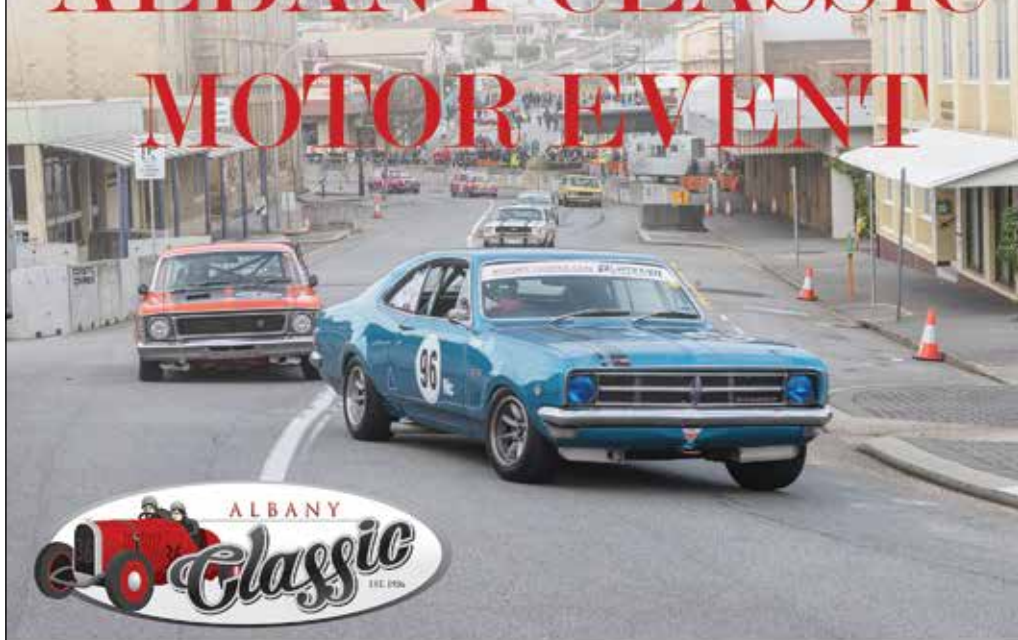
Bob Campbell



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BARSON SPECIAL BY BILL BUYS



Dutch classic car dealer Gallery Aaldering has a lot of rare cars in its Brummen showroom – and it wouldn't be wrong to say the place is brimming with exotica.

There are some 350 cars to choose from, but one stands out from the rest in being a peerless one-off beauty, with quite a history.

It's the exceptional 1936 Alvis Barson Special that started life in the UK, spent some years in South Africa, then back to England, parts of Europe and the US, and is now in Holland.

What makes it exceptional is it has one of just two experimental 4.4-litre straight eight-cylinder Alvis engines ever built. It ended up as an internationally-known racing car, thanks to the expertise of its ace engineering owner, Ernest Chalenor Barson.

The other car with the experimental straight eight was a sedan for Alvis chief designer Clarke-Smith, but there's no record of what happened to it.

A son of the first minister of the Penge Church, near Crystal Palace, when it was opened in 1909, young Ernest clearly had a knack for things mechanical. His lust for improving things began with an AV Monocar, bought in bits for £2 10/- at the age of 16, and built up before he had a driving licence.

His first Special was an ash-chassis cyclecar with engine, gearbox and axles from an air-cooled vee-twin Humberette, built in the cellar of his parent's house while he was an apprentice at Stone's at Deptford, aged 17. It was abandoned before completion, but it was the inspiration for his GN-based Specials powered by a 1928 Salmson GP engine. Several



more specials followed, and although trained as an engineer, he was not averse to adapting a Castrol oil tin for the vacuum fuel-feed tank where required.

His next ventures were much more professional, the Barson Special No 6, followed by numbers 7, 8, 9 and 10, all showing a diverse range of innovation. Then he had the chance to acquire

the experimental straight-eight 4.4-litre Alvis engine.

Alvis had a tendency to develop experimental cars that were then driven by its directors privately, and the engine was from one of those. But WWII had started and this prolific Special builder was posted to South Africa. He was, however, able to take the Alvis engine, Special No 9 and a case of parts and tools with him.

Once settled, he rebuilt No 9 into No 10, changing everything in front of the bulkhead and installing the new straight eight engine, including a change of its independent front suspension to that from a Lancia Lambda. Then he had the misfortune of colliding with his commanding officer at an intersection and the rebuild resulted in No 11, the most famous of them all.

The car was next sold to an RAF officer in Pretoria, who sold it to another RAF officer, who took it back to the UK, then took it to Germany and Monaco, and it ended up owned



by prominent US car collector and racer David van Schaick. Van Schaick was also the vice-president of the Aston Martin Owners Club and a member of the American Bugatti Club and the Vintage Sports Car Club of America.

Most of its owners either raced, or used the car in hillclimbs, often with excellent results. Driving through a 4-speed electro-magnetic Armstrong Siddeley pre-selector gearbox, it had a top speed of about 200km/h – seriously fast for its day.

Its travels from the US are not known, but at present it's in Brummen, Holland.

Chalenor Barson remained in South Africa, but his early Specials stayed in the UK and were used in the creation of several other competition cars.

Back in South Africa Mr Barson built an ocean-going yacht, was a senior official of the RAC of SA for 20 years after the war, built a super house in Cape Town, was president of the Cape Motorcycle and Car Club – and then got on with the job of constructing more one-off motor cars.

He bought a Fiat 500 for his wife, then came Fiat Abarths, an air-cooled Fiat 500 was given VW barrels and a finned spacer to push its 479cc twin-cylinder motor up to some 700cc, another Fiat was powered by a supercharged Lloyd motor and he fitted Renault R8 power to a Fiat 600, turning it into a very quick little car. It was often used by one of Barson's sons to tow his racing motorbikes to meetings.



He created several more, including a Honda coupé with a Ford Kent motor, and owned, among others, a brace of 4½-litre Lagondas, a M45 and an L6, a 2-litre Lagonda Speed Model, a tubular-chassis Austro-Daimler, a Rover Meteor drophead coupé, a 1960 Alfa Romeo Giulietta, several Rileys and a Ford Escort Sport.



He died in 2000, when he was deep into his 80s.

Gallery Aaldering says it has a 'deeply rooted' love for classic cars, but describes the Alvis Barson's engine as a 'straight V8' which conjures up all manner of engineering impossibilities.

It also identifies the car as the Alvis Barson No 8 and got its creator's history very wrong.

Number 8 was indeed the basis of Barson Specials numbers 9, 10 and the one for sale, which is No 11. Chalenor Barson himself sent a picture of the car to a friend, Wayne Brooks, with an inscription on the back reading: 'Barson Special No. 11. 1940. Cape Town.'

A picture of the engine was captioned: 'E. Chalenor Barson in 1940 Preparing car No. 11 for Camps Bay Hill Climb – 2nd fastest time. Beaten by 3/5 sec. by supercharged racing car.'

No matter.

It's the only one of its kind and the gallery is asking €330.000 for it, which translates to \$A526,000.

CODE 404 (Extracted from CMC Bulletin March 2019)

Seat Belts

In Australia, front-seat seat belts became compulsory in 1969, and belts were required on all seats by 1971. It's also been compulsory to wear a seat belt since 1971.

Prior to 1969 most vehicles were manufactured without seat belt mounting points. However some were, particularly those imported vehicles where the fitment of seat belts was compulsory in the country of origin. For instance in 1963 California had front seat belt laws and so the majority of US manufactured vehicles had factory fitted mounting points to the front seat area.

In regard to WA there is no legal requirement for a vehicle manufactured prior to 1969 without seat belt mounting points to have seat belts installed. There has been recent anecdotal evidence of the new breed of private AIS examiners requiring vehicles to have seat belts fitted that were not designed to have them. There appears to be a lack of understanding or even training of these AIS to follow the rules set out in the Department of Transport (DoT) business rules that each and every stakeholder has access to.

There are times when an owner may wish to fit seat belts to a suitable vehicle in order to take children or grandchildren for a ride in an older vehicle. BE CAREFUL: any fitment of seat belts to any vehicle that did not have them fitted at the factory MUST be engineer designed and fitted by an appropriately licensed person or organisation. Failure to do so could be catastrophic should the vehicle be involved in an accident where serious injury or death occurred. You could literally "Lose your House".

Children and Seat Belts

Children aged 0 to 6 months must be restrained in a rearward facing child restraint (e.g. infant capsule).

Children aged 6 months to under 4 years should be restrained in either a rearward or forward facing child restraint with in-built harness.

Children aged 4 years to under 7 years should be restrained in either a forward-facing child restraint or a booster seat restrained by a correctly adjusted and fastened seat belt or child safety harness.

Within our concession there are NO circumstances where a child aged up to 7 can ride unrestrained in any vehicle.

Children 7-16 may ride unrestrained in the rear seat of a vehicle not fitted with seatbelts however they must not ride unrestrained in the front seat of a vehicle unless all seat spaces in the rear have been filled by same age children.

Please Note: where ever a seat belt is fitted it must be occupied before riding in any other unrestrained seat. i.e. The situation we had before where some vehicles have front seat belts and not rear belts. In this case any child aged 7-16 must occupy the front seat before riding unrestrained in the rear.

Other Code 404 Issues

Be aware of your responsibilities and your rights in regard to licensing under this concession. Recently a member wishing to licence a 1957 vehicle was required by the AIS to fit windscreen washers. He did so as it was easier than arguing with the examiner. NOT REQUIRED. Our concession only requires that the vehicle comply with the standard at which the vehicle was built. Owners may add period accessories and there are some minor modifications that owners may undertake as detailed in the Code 404 Concession Handbook.



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NORTHAM MOTORSPORT FESTIVAL PHOTO GALLERY

Northam put on a great show on the weekend of April 6 and 7, even though road works caused the cancellation of the Lindsay Monk Hillclimb up Mount Ommaney on the sixth.

There was a brief report of the event in the May issue of *Vintage Matters*, but the photographs were held over to this issue of *Vintage Metal*.



Barry Mackintosh's Bartlett Special and Jack Del Borello's White Mouse in the paddock (CR)



A flag marshal looks on as Geert de Klerk's Austin Seven leads Ron Fabry's MG (CR)



Vintage muscle lined up (CR)

Traditional owner provides traditional music (MD)



Officials clearing up an oil spill (MD)

▶ Ron Fabry (MG Midget) leads Doug Vanzetti (TR4), Brian Scrivenor (MG TC) and Doug Todd (Ballott) (MD)





Gavin Connoly's Mini De Luxe chases the Daniele family Cortina GT (MD)



Andrew Murray's Datsun 240Z leads Simon Loh's Alfa Romeo GTV (MD)



Scott Mackie's 2.5-litre Spitfire 6 (CR)



Bill Lee's Commodore shows the way to Brian Eyre's Peugeot 205 GTi (MD)



▲ Mario Monachino's 1500 cc Fiat 500 in hot pursuit of David Blainey's Porsche 911 (MD)



Steve Boyle's Lancia Fulvia HF shows the way to Terry Van De Wyngaard's Datsun 1600 (MD)

All of the drivers gather for the drivers' briefing before competition got under way (MD)

▼ Randle Beavis's Lotus Cortina puts pressure on James Scott's Mk2 Escort (MD)





Mathew Lawson's Mini Clubman shows the way to the Dan Forster and Peter Hammond Minis (MD)



Len Kidd exercises his Porsche 911T (MD)



Mike Gallagher's smart Mk2 Jaguar (MD)



Chris Malone's Mk1 Escort chased by Ken Waller's Volvo 142 and a small pack of touring cars (MD)



Simon Loh's Alfa Romeo GTV holds off Datsun Z-car and Porsche 911 (MD)



A Mini convoy with Jim Newell, Mathew Lawson and Gavin Connoly (MD)



Simon Northey's Cortina followed by a gaggle of historic touring cars (MD)

Glenn Swarbrick (Macon MR9-82FF), Dick Ward (Fiat Abarth Rotary) and Tom Bascovich (PRB Clubman) mix it up (MD)





Tony Brett's Jaguar Special eases into a turn (MD)



Troy Granville's Torana Liftback chases Randle Beavis's Lotus Cortina (MD)



Ron Fabry's MG Midget leads Brian Scrivenor's MG TC Special, Doug Vanzetti's TR4 and Doug Todd's Ballott (NL)



Doug Vanzetti enjoys his neat TR4 (NL)



Greg Knowles' enjoys punting his 1973 Bowin FF (NL)



Greg Nicholas exercises his Datsun 260Z (NL)



John Purser's VC Commodore HDT Replica is reflected in the roadway (NL)

◀ The Minis of Peter Hammond, Dan Forster and John Burton run in close company (NL)



Kingsley Jones punts the Y-block powered AJS Special (NL)



Peter Pelham stretches out in his Datsun 240Z (NL)



James Scott (Mk2 Escort) heads a three-wheeling Randle Beavis (Lotus Cortina) (NL)



Glenn Swarbrick in his Macon MR9-82FF has fun with Dick Ward's Fiat Abarth Rotary (NL)



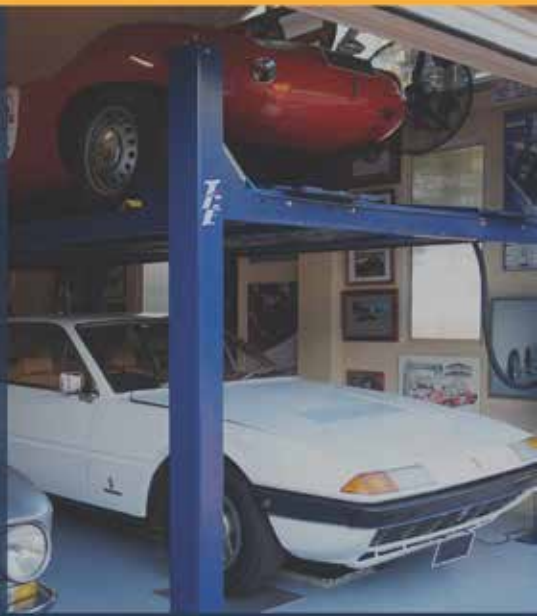
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Ian Wookey's Austin Healey 3000 Mk1 leads John Harwood's MG Midget and Rami Brass's MGB (NL)



Stuart Elvidge's Flying Standard Special rests in the paddock (NL)



Mike Sherrell's MG TC shows the way to Ed Floate's TC and Craig Atkins' Morgan +4 (NL)



Simon Fry presses on in the Austin Seven Special (NL)



Richard Baird follows in his father's footsteps with the Hudson Terraplane Special (NL)



Matt Steber's has great fun in his unlikely looking 1935 Ford V8 coupé with Craig Atkins' Morgan +4 in pursuit (NL)



► Richard Baird brings the Terraplane Special on to the grid past Mike Sherrell's MG TC and Jack Del Borello's White Mouse (GC)

BELGIAN BEAUTY

BY BILL BUYS

Excelsior is no longer a well-known brand, in fact it's almost unheard of in Australia and some other countries, but the hand-built Belgian vehicle was a very classy number of the late 1920s to early 1930s in Europe, and its Albert I model was viewed as the equal of anything from Rolls-Royce or Hispano Suiza. One of these cars, with special coachwork and a fine history, has just come onto the market at Old Car 24, a classic car dealer in Milan.



The Excelsior company was founded in 1903 in Brussels by young engineer Arthur de Coninck, who produced several cars using French Aster engines before building his own power units and transmissions from 1907. He later acquired bigger premises at Zaventem, and in 1910 introduced his first six-cylinder model which had an advanced design that caused a sensation.

The straight-six Excelsiors were soon considered among the best of that era, which was confirmed by their successes in competition. One, with a monster

9.1 litre engine, finished 6th in the 1912 French Grand Prix while another set a 50-mile World Speed Record at Brooklands. In 1914 an Excelsior led the Indianapolis 500 until two laps from the finish before being slowed by some malady, but hung on to finish 5th.

By then, Excelsior was established as a quality manufacturer in both domestic and export markets, though production remained on a small scale, with only about 250 cars leaving the factory in 1913.

Despite having its factory stripped by the occupying German forces in WWI, Excelsior was able to offer a new car in 1919, the Adex, a six-cylinder model featuring four-wheel brakes and, for 1923, an overhead-camshaft 5.3litre





engine. Fewer than 100 of these expensive and exclusive cars were made annually, and the sports version competed successfully in the long-distance events of the day, including Le Mans.

The Belgian royal family had been Excelsior customers for many years and in 1926 the firm introduced an improved version of the Adex, the 'Albert I', named after the Belgian king. In 1926 an Albert I won the Grand Prix de Lille and the Klausenrennen hillclimb while a pair finished 1st

and 2nd in the in 1927 Spa-Francorchamps 24 Hours.

Reporting on an Albert I in its September 1927 edition, Motor Sport magazine found it 'undoubtedly of high class and unostentatious, yet capable of a performance equal to anything except a racing car.'

In 1929 the company was taken over by the Imperia brand and cars continued to be made in small numbers under the Imperia-Excelsior name for the next few years before the Excelsior marque was dropped.

The Albert I at Old Car 24 is a 1927 model Court Cabriolet, built on the short-wheelbase chassis and was ordered new by the Romanian ambassador to Great Britain on the advice of the Queen of Romania, herself an Excelsior owner. The car was imported into the UK by Hayward Automobile Ltd of King Street, London SW1 and carries sporting two-seat cabriolet coachwork by Snutsel & Fils, rue Stevin 59, Brussels. Snutsel & Fils was a renowned bodybuilder, famous for its Torpedo version of the 1913 Blitzen Benz 82/200, said by some to have been the world's first supercar, and special bodies for other exclusive cars such as Duesenberg, Delage and Rolls-Royce. The Excelsior's body is of aluminium, except for the wings.

However, for reasons unknown, the ambassador was unable to take delivery and the Excelsior ended up being exported to South Africa where it had three enthusiast owners, one of them, Mr E Penny, a founding member of the Sports Car Club of South Africa. It remained in the Johannesburg area until 2004 when it was shipped back to Belgium, where it was restored over the course of the next eight years and completed in 2013.

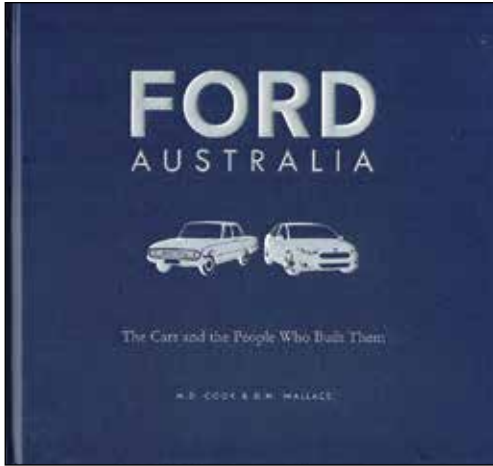


It then won many major prizes, among them the Zoute Grand Prix Concours d'Élégance in 2014, Antwerp Concours D'Elegance Best of Show 2015, Brussels Interclassics Awards Best of Show 2016, Retro Classic Germany Sonderpreis 2016, Antwerp Classic Salon Best of Show 2015, Autoweek Classic I C Maastricht Best Pre-War. It is eligible for prestigious historic events such as the Le Mans Classic, Spa Classic, Klausenrennen and Pebble Beach Concours D'Elegance.

The elegant thoroughbred, chassis no. 2.433 and engine no. 2.163 comes with Belgian registration papers, technical inspection and various documents relating to the Excelsior company's history.

No Excelsiors are known to have arrived in Australia. However, for serious collectors, potential acquisition of this one makes a trip to Milan very attractive.

BOOK REVIEW: FORD AUSTRALIA – THE CARS AND THE PEOPLE WHO BUILT THEM BY M. D. COOK AND D. M. WALLACE



Ford Australia is a fascinating, visual account of Ford's presence in Australia and of the people who built them from the early days in Geelong in 1925 to the end of local manufacture in 2016.

It takes the reader from the boardroom to the assembly line, giving a unique insight into the company, its successes and failures, challenges and victories. There are stories of the people behind the scenes who designed and built the cars, the management responsible for decisions that changed the fate of the company and the history of Ford factories around Australia.

The book contains around 600 illustrations showing Fords through the years, from the first Ford landed in Australia, a 1904 Model A to the Mustang that was released for 2016. That's not a

misprint, Ford started with the Model A in 1904 and worked through the alphabet to the Model T before going back to the second Model A in 1927.

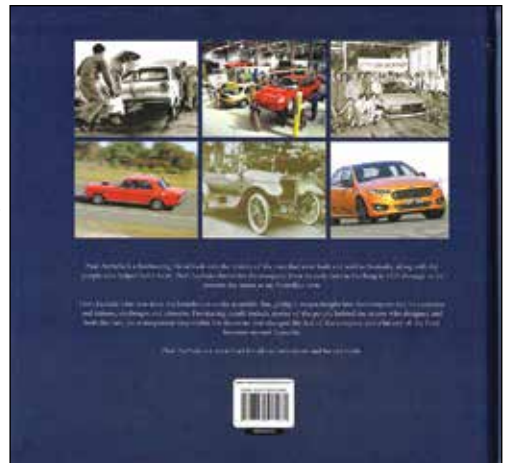
Ford's fortunes in Australia were in the hands of importers and distributors until Ford Motor Company of Australia and Ford Manufacturing Company of Australia were incorporated on March 31 1925.

Australian Fords were largely assembled from components imported from Canada, to take advantage of favourable trade arrangements with Commonwealth countries.

The book begins with the story of all of Ford's trials and tribulations in the years leading up to 1925, including the involvement of Australian motor industry pioneer Harley Tarrant, who saw more profit in assembling Fords than in building his own Tarrant cars.

The establishment of Ford Australia is described in detail and most readers will be astonished at the strange business practices of the distributors, whose stranglehold on Ford sales was destroyed by the new company.

Assembly plants across Australia, including one at Fremantle, set up reliable supply lines to dealerships, some of whom had been starved of stock under the earlier arrangements. The





The Perfect assembly line, Fremantle 1953

assembly plant at Leighton Beach in Fremantle was opened in 1930, two years after the Model A had been introduced into Australia.

Through the 1930s, the Ford Model B and the B18 V8 were introduced plus a range of small cars from the UK, beginning with the Model Y. Fordson tractor production began in Brisbane at Eagle Farm in 1939, but soon all plants converted to wartime production.

Through World War II, Ford produced trucks and armoured vehicles and even set up aircraft engine reconditioning plants at Geelong and Brisbane.

From 1945 to the 1990s, the story is mostly one of growth with a few hiccups along the way. The single-spinner Ford in 1949 ushered in a new kind of Ford. British and Canadian Fords were assembled and adapted. The Mainline and Zephyr were Australia only models and the Australian Zephyr station wagon was better than the UK Zephyr Estate.

The big news was the release of the Falcon in 1960, the first direct competitor for the Holden. The Falcon struggled at first, the American designed compact not being rugged enough for Australia conditions. The book takes us through the development of the Falcon into a practical Australian family car that for some years took market leadership from the Holden. The gradual deterioration of Australian manufacture and the government measures that helped its downfall are clearly described, along with some very odd management decisions that didn't help.

This book tells the story of Ford in Australia, warts and all. It is a great read for the enthusiast, or anyone interested in Australian industrial history.

Ford Australia is available from most bookshops and price ranges from \$9.99 for a soft cover edition from QBD Books to \$45.00 for the hard cover from Dymocks.



Fairlanes were assembled at the Fremantle plant in 1960 and 1961

Bob Campbell

Fremantle Rectification Plant

Assembly of vehicles at the Fremantle plant ended in November 1961 and the plant was converted to a rectification plant, repairing in-transit damage from the rail journey from Geelong or Sydney. The most difficult repairs involved fixing bullet holes. The vehicles, transported in open rail cars, were often used for target practice as the trains crossed the Nullarbor. Vehicles arrived peppered by shotgun pellets. More accurate shots took out windows, while high velocity rounds might pass in through one door and out the opposite door.

Aerial view of Fremantle plant 1955



JKANDL SQUARE RIGGERS UPDATE

NORTHAM TURNS ON ANOTHER CLASSIC EVENT

The JKL field sets out, Northam 2019 (NL)



Hugh Fryer, Austin Seven, Craig Atkins, Morgan +4 and Edward Floate, MG TC ready for the off.(GC)

congratulations Doug.

Ed Floate in his splendid red Supercharged MGTC had a great time. Ed improving his times over the day to knock off a couple of the Austins, this must have pleased the car's restorer Mike Sherrell.

Matt Seber in his 1936 Ford V8 Coupe being a country member attending his first event with the VSCC had a busy start to the morning. Matt

Northam was a great success, and many thanks must go to all involved on the organizing committees both within the VSCC and at Northam.

The weather was perfect and the day ran extremely smoothly, with only very minor delays, such as the professionalism of everyone involved. We as drivers should be very thankful for all the effort put in by others.

We had three new cars and drivers in our group. Most would be familiar with Doug Todd and his recreation of the Ballott. Doug ran well all day and showed us all up in the regularity by winning the 'Northam Flying Fifty' event,

Craig Atkins' Morgan +4 leads Jack Del Borello's White Mouse (NL)



had put a lot of effort into preparing the car so all was good. The V8 ran and was driven well all day, really filling up the track at times compared to the smaller cars.

We were down slightly on numbers from last year and were joined by three more modern sports cars who fitted in really well. It's interesting to see cars of different engine capacity and made more than 30 years apart circulating together at about the same lap time with one common feature, the big smile on the drivers faces. The larger faster cars must be congratulated for the respect they showed when



Terry O'Flahery sets out in his immaculate Chrysler Sprint Car (GC)



Matt Seber's 1935 Ford Coupé towers over a pursuing Geert de Klerk's Austin 7 (NL)

lapping slower cars, this situation was also helped by the grouping and gridding. Thank you Brian. There was such a feeling in the pits during and after the event, with all drivers wanting to come again.

Hard to believe but the first Northam was 20 years ago.

Following is a list of entrants from this year in group 1, who drove in the first Northam in 1999. Not all were in our group then, (we have converted them over). Ian and Simon Fry (Ian being President in 1999), Craig Atkins, Mike Sherrell, Jack Del Borrello, Graeme Cocks, Barry Mackintosh, Bryan Scrivenor and Hugh Fryer. It was a real treat on the day to get a copy of the program from 1999, made for very interesting

reading, thank you to who provided them.

It's been a great start to the year. Looking forward to seeing everyone at the Albany Classic and then we have the big meeting at Perkolilli.

Lake Perkolilli Red Dust Revival 2019 Update

The Lake Perkolilli Red Dust Revival from 12 to 16 September 2019 is gathering momentum. With only four months to go it seems as if people all over Australia are planning to head for the Goldfields to kick up the red dust.

At last count, 66 expressions of interest had been received from car owners. Entry forms will be sent out this month and we'll have a firm idea of how many cars will be competing.

It has been quite staggering how many people are building cars especially for Perko. At least four Ford Model T speedsters which are entirely new builds will debut at the Red Dust Revival. Similarly, Ford Model As will be represented by at least three brand new local cars. (Actually,

Ed Floate (MG TC) and Doug Todd (Ballott) having fun (NL)





Hugh Fryer's Austin Seven hotly pressed by Barry Mackintosh's Bartlett Special (NL)

that is an exaggeration. They are old cars but newly put back together!)

For the first time that I can remember we have two Bentleys to keep the Chryslers honest.

Peter Harrold has been hard at work transforming his 1926 Chrysler into a replica of the Chrysler which attacked the Australian 24 Hour Record on the clay pan in 1926. It now sports a superb set of wire wheels on brand new hubs.

Several Chevrolets will be kicking up the dust. Rod Vogel's Baby Grand Speedster from 2014 will be brought back to the clay with a younger brother which by all accounts is a very hot machine.

Hugh Fryer and Brian Scrivenor have been getting the Austin Seven fraternity together to fly the flag for the English people's car. Nigel Makin has got his Triumph Super Seven Eric Armstrong replica up to speed for a return but it seems that the Morris Garages are too precious to get dusty.

Thanks to Jack Del Borrello's skills we have a Red Dust Revival logo which is getting a lot of praise and we have metal radiator badges, signs, t-shirts and a range of spoons and other memorabilia for collectors to enjoy.

Mobil Lubricants have joined as a sponsor. Thanks to Mobil's support, officials and volunteers will be wearing white dustcoats emblazoned with a retro Pegasus logo on the



Mike Sherrell (MG TC) presses on in pursuit of Simon Fry's Austin Seven Special (NL)

back. We are very keen to re-create some of the feel of the races from the 1920s when white dustcoats were de rigueur on the clay pan. Our ambition is to have a no hi vis event!

All is set for a wonderful event. The biggest number of cars and motorcycles ever on the clay pan. Don't miss it.

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For Red Dust Revival information go to www.motoringpast.com.au or email Graeme Cocks at perkolillimc@gmail.com

Heza Henry



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Copy closing date: 11th of the month prior to month of issue. Eg Copy for February issue due January 11.

Printed magazines are in members' mailboxes by the last week of the month prior to month of issue. E-magazines are distributed about 10 days before the end of the month prior to month of issue.

Of course, VSCC members can advertise cars and automobilia free of charge. Contact Editor Bob Campbell, **0419 849 835** or robertcampbell4@icloud.com for members' ads.

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