

May 2020

Issue No. 342



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

VINTAGE METAL

www.vscwa.com.au

SILVERSTONE CLASSIC 2019

PLUS: Vale Terry le May
Sir Stirling Moss – A Tribute
Two Book Reviews

May General Meeting – Cancelled

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COVER: Chris Drake's 1960 Cooper-Climax T53 in the workshop. Paul Bartlett photograph.

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

Magazines are in members' inboxes by the last week of the month prior to month of issue.

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FROM THE PRESIDENT



Club Close-down Continues

The club's Management Committee met on-line recently and decided that the suspension of club gatherings and events will continue until further notice, to protect the health of our members and to comply with government directives. We realise that the lack of monthly meetings, Dad's Army gatherings and competition events is frustrating for all members and that our wonderful *Vintage Metal* magazine is the main service we can provide you at the moment.

Make sure you help Bob, our magazine editor, by giving him plenty of articles and photos for the next and future issues — perhaps about the projects you've been doing on your car during the "lockdown" or something about a memorable motor sport experience.

The Way Back to Normal?

One of the things the committee is thinking about is how we bring the club back to normal once the restrictions and public health concerns have eased. It will be relatively easy to resume our monthly meetings (using temporary accommodation if we still don't have access to our clubrooms by then) and the Dad's Army crew will be able to start up again without too much effort.

However, getting our competition events up and running may present a few difficulties. These events will obviously depend on the government lifting the regional travel bans and restrictions on public gatherings and it's likely that won't change for several months. As soon as we are confident that these constraints will be lifted, we can look for a date to run the Northam Motor Sport Festival postponed from April. We shall work with the Shire of Northam and our Northam organising committee to try find a suitable weekend in the latter part of the year, if that's possible.

Hopefully, the Collie Coalfields 500 in October and the Vintage Stampede in early December will be able to proceed as normal.

Membership Fees

One other decision the committee made at its recent meeting was to keep our club membership fees at their current level for the 2020/21 club year. This will avoid any extra cost burden on members during these difficult times, but it may well mean that the club will run at a loss and we may need to draw on our cash reserves. However, we are confident that this is the right way to go.

Life Member, Don Hall is unwell

June and Don Hall are having a tough time, with Don's declining health of late. Many members will remember the days of "Don Hall's Speed Shop" in Subiaco. Don's wife June has agreed we may share news of their circumstances.

Don has been unwell for some time and recently had a fall at home. He was admitted to Sir Charles Gairdner Hospital late March and underwent many tests which were inconclusive. However, he was diagnosed with severe pneumonia. Don was very ill for a few weeks, being monitored in ICU, then rallied, was transferred to general ward and spoke coherently to June, but then had another turn. He recovered enough to be out of danger, although is not allowed visitors and is easily tired by speaking for short times by phone, which is the only contact he has with June, family and friends.

If you know Don and would like to send support, a card is best (written in large lettering) to Don Hall, Osborne Park Hospital, Osborne Place, Stirling WA 6021.

If you'd prefer to send a note by email, please use our address and we can forward email copies to June - who is managing stoically and with good humour as she does, with a little help from Silver Chain, family and close neighbours.

It is a stressful time for them both, being apart after some 60+ years together.

Glenn Swarbrick

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**NOTE! DEADLINE FOR ARTICLES FOR THE JUNE 2020 ISSUE IS MAY 15, 2020
ADVERTISING DEADLINE MAY 11, 2020.**

DAD'S ARMY NEWS



Terry discusses the Ballott V8 with builder Doug Todd at Dad's Army in January 2019. Terry and Doug were apprentices at City Motors at the same time, Terry as a mechanic and Doug in the panel shop. This was their first meeting in a long time.

Vale Terry le May

You will all have heard by now that we lost a valuable friend and club member on April 12 in Terry le May. Terry has been an enthusiastic member of Dad's Army almost since he joined the VSCC and all of us will have fond memories of him, whether it be reminiscing with him about the old days, being advised and assisted with car problems or seeing him up to his elbows in the club's refrigerators when they refused to refrigerate.

A tribute to Terry by Paul Wilkins, who knew Terry in Caversham days and introduced him to the VSCC appears on page 5.

Looking to the Future

Now that we can only gather in groups of two, things have slowed down for Dad's Army.

However, we must look to the future and plan for the time when we can again gather and solve the



problems of the world over morning tea.

As Dad's Army regulars know, we have had a Standard chassis donated by Hugh Fryer to form the basis of our next project car. So far as I can tell, it lacks motive power and a few other necessities.

Kevin Dorn has proposed an alternative to the Standard. He has acquired a 1926 Singer 10 (picture at right) and proposes that Dad's Army prepare it as a Perkolilli/round the houses/Stampede car in the same way as we prepared the Model A Ford for last year's Perkolilli event.

Memories

All the recent furore about toilet rolls reminded me of one of my father's favourite stories about the young man who came down from the country to the big city and was feeling his way around big city ways.

He went into a pharmacy and asked the young lady behind the counter for some "bum paper". She was shocked and, snatching a roll of the appropriate product from the shelf, she demanded: "Is this what you want?"

"Er, yes," he said shakily.

"This is toilet paper," she told him. "Kindly refer to it as such in the future. Now, is there anything else you need?"

"Well yes," he said. "I need some soap."

"Toilet soap?" she asked.

"No," he said. "I want to wash my face with it."



Left: Terry le May with Dick Turpin. Two stalwarts of the VSCCWA who are sorely missed.

Right: Terry at his work bench, working hard on part of Mark Jones's Mini.



VALE TERRY LE MAY



Terry Le May was born November 1938 and passed away at 81 years of age peacefully at home in Daniella after a brave fight with cancer having lived an exciting and adventurous life.

Married to Megan in 1965 having two children Owen, who followed Terry in the field of BMW mechanics, and Kristi, who is involved with the Children's Telethon Institute. The BMW connection led to Terry and Megan becoming life members of the BMW Car Club.

Terry started his working life first as a trained electrician before changing to motor mechanics at City Motors and it didn't take long before he started out in his own. He was an excellent tradesman, a perfectionist at everything he tackled and was highly regarded by the motor trade and his clients.

In the late 1950s Terry prepared and raced an FX hot Holden at Caversham, winning the State Sedan Car Championship in 1959, beating multiple champion Dave Sullivan in the Grey Ghost. An early health scare with his heart led to his retirement.

He later formed the famous Le May Mini Racing Team with 3 cars, Jeff Dunkerton in the ex-Manton Mini, John Alford and Doug Mould. It proved to be a winning team at Caversham and Wanneroo.

He also took up off-shore power boat racing and won a National Title in Perth. He learnt to fly planes working for Peter Briggs, for whom he also looked after the ex-Beechey Holden Monaro. Terry built the Ian Diffen V8 Charger sports sedan and was also the test driver. The Charger raced in the Eastern States as well. Next project was to build a large boat to go scuba diving in a sport again he did well at.

Terry at his daughter's wedding

I first met Terry in 1965 at Caversham circuit while driving a TR4 and again when I bought the Manton Mini from Jeff in late 1970. He was a great help in preparing the car over the years I raced it. It didn't stop there. Years later, the Miller Ford had shocking brakes and was very dangerous to drive at round the houses VSCC events. Terry said bring it around to home and I will fix them. What a great job! They worked.

Mark Jones's Mini had the le May treatment on the motor and gearbox. It was a miss match of different parts. In the end a superb motor. Every time Mark thrashes the poor Mini he thinks of Terry. Great work!

I invited Terry to be a Guest Speaker at a club meeting in about 2009 and we did it in a question and answer format as Terry sometimes had a bit off a stutter. He really enjoyed himself and joined the VSSC that night. He also started coming to Dad's Army Tuesday mornings and made some firm friends. He had an amazing overall knowledge of about everything mechanical and electrical including bar fridges. I lost count of the times Terry fixed up the club's fridges.

Terry will be sadly missed by not only the Dad's Army Group but all VSCC members. He was always ready to help out in various events we run.

Rest in Peace Terry — Suffering over.

Paul Wilkins



Terry and Robin Ferguson-Stewart examine the bits and pieces that were to be the chassis and mechanicals for the Caversham Car



Terry and the Dad's Army team with the old ride-on mower. Terry seems to be the only one who has seen the joke.

EDITOR'S RAMBLINGS



Sir Stirling

I met Stirling Moss in 1986 in Adelaide, twice. Once at a Jaguar function and then when we both turned up at the Sporting Car Club of SA. He was charming and if I hadn't already been a fan, I would have been after meeting him. He said at a press conference that year in Adelaide that he found the threshold of fear moving closer as he got older. When it got too close, he would stop racing, as he did in 2011.

If you want to learn more about Stirling's career, check the bookshops. Since Stirling's own *A Turn at the Wheel* in 1961, there have been innumerable books by and about Stirling Moss. No doubt his passing will result in even more.

Sir Stirling died at Easter at the age of 90. Oddly enough, three of the drivers who were fastest when racing was said to be really dangerous died in their beds, Sir Stirling, Tazio Nuvolari and Juan Manuel Fangio.

Opposite you will find a tribute to Sir Stirling written by my friend Mike Lawrence. It tells how outstanding Sir Stirling really was and Mike does it much better than I could. Thank you Mike.

Letters to the Editor

While the world of motor sport is sitting around waiting for corona virus to go away, what better opportunity have we had to discuss the future of the VSCC of WA through the medium of letters to the editor.

Polite letters (I reserve the right to edit out any serious impoliteness) will allow me to set up a forum, putting members' points of view on such things as the Caversham D-circuit, new clubrooms, possible future activities and anything else you think is important for the future of the club. You won't be able to come to blows or even raise your voices, unless you do it one on one, because the government has decreed that we cannot gather in groups of more than two. It is much easier to think about what you want to say then hit the keyboard and email the results to me to be included in the magazine and broadcast to all members.

I also offer the service of editing for spelling and grammar, so if you are not confident of your writing skills, write anyway and I'll kick it into shape without losing any of your message. If you dislike or distrust modern technology, write a real letter and post it to me, or ring me and dictate your letter to me. Speak slowly because I don't take shorthand. One way or another, your message will get into *Vintage Metal* as a letter to the editor. You'll find all of my contact details on page 2, headed *Vintage Metal*.

Let battle commence!

Other Activities

Following up from the previous two headings, and asking you to think some more, there have been suggestions that the club might spread its wings a bit and look beyond Northam, Albany and the Vintage Stampede.

Dad's Army had a go at looking into the old boys' crystal balls to see what might work for the future. One suggestion that has taken root with both Dad's Army and the JKL mob is that we might have trials, similar to those run by the original VSCC in the UK. Of course, we are more likely to find sand than mud, but anything's possible. Watch this space.

Other suggestions were drag races or quarter-mile sprints, as well as sprints around road courses or pseudo road courses that might be set up on country airfields. Track days appealed to those who have cars too fast to stretch their legs on public roads, while those with manoeuvrable cars liked the idea of motorkhanas, which could be run on sealed or gravel surfaces. Hill climbs and go-to-whoa events both had their supporters, and that's before we look at more sociable events like visits to museums or motor related businesses.

There are a lot of things to do and places to go. Fire off a letter to the editor. It might inspire an event or at least a story in the magazine, and Management Committee members do read the magazine, so you might give them ideas. Who knows?

Make a Joyful Noise

For those of you waiting for the continued story of noisy Grand Prix cars, it is coming. I just need to clear the decks of tributes and obituaries, not to speak of the Silverstone Classic story from Paul Bartlett that features in this issue. I'm not complaining, it gives me more time for research, so thank you to Paul B for the Silverstone story and to Paul W for his tribute to Terry le May and to both of them for all the photographs.

Please take note of our president's request for material for *Vintage Metal* (page 3) and mine above for letters to the editor. Although we might be physically isolated, we can communicate through the club magazine.

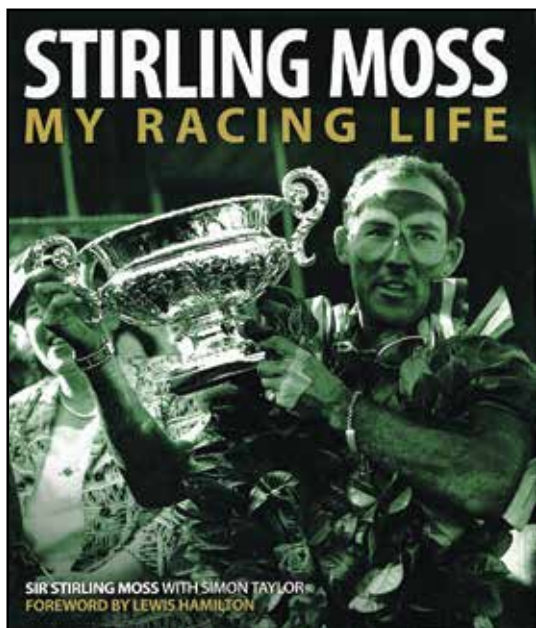
Bob Campbell



Perhaps we could look at other activities?

SIR STIRLING MOSS – A TRIBUTE

This tribute to Sir Stirling by his friend Mike Lawrence first appeared on the F1 web site pitpass.com. It is used with Mike's permission. Mike Lawrence is one of the world's most respected writers on motor sport. BC.



I don't have any photographs of Sir Stirling in my files. This cover shot of *Stirling Moss – My Racing Life* that I reviewed in the May 2017 issue of *Vintage Metal* shows him with the trophy for winning the British Grand Prix in 1955, his first GP win. BC

Sir Stirling Crauford Moss, OBE, has died aged 90, was the most significant driver in the history of our sport.

He set more landmarks than any other and it wasn't just things of statistical significance, like the number of fastest laps. Take his win in the 1958 Argentine GP, than which there has never been a greater drive in the history of motor racing.

He was driving Rob Walker's year-old F2 Cooper fitted with a 2-litre Coventry Climax FPF engine, 500cc down on the opposition. The Cooper's wheels were secured by four bolts, not a knock-off hub nut, so a stop for tyres would take a long time and everyone expected to stop for tyres. Stirling and Rob complained loudly about this for the benefit of their rivals.

Fangio set his, and Maserati's, last pole position with Moss seventh on the grid. Eventually, thanks to the opposition making tyre stops, the Cooper led but the main pursuers, the Ferraris of Musso and Hawthorn, were relaxed, believing that Stirling was due a lengthy stop. His pit had the spare wheels ready and made great show of being set.

Moss, however, sought to drive on the oiliest parts of the track and drove the last few laps with the canvas showing and came home 2.7 seconds ahead of Musso. It was a demonstration of gamesmanship, or the art of winning without actually cheating. It was also the first time in the history of the World Championship that a race was won by a privateer or by a rear-engined car. It was the first F1 win for both Cooper and Coventry Climax engines. Four landmarks in one afternoon.

Eighteen months later, Moss and Walker again bamboozled Ferrari who were favourites to win the Italian GP on the banked Monza track. The

organisers had chosen the banked track to favour Ferrari (of course). The bankings were notorious for tyre wear and at the back, the Walker/Moss Cooper was fitted with Borrani wire wheels, with knock-off hub caps.

Of course they intended to make a pit stop, or so Ferrari believed as they let him build a lead. In fact, the Cooper's light weight meant it was easy on tyres and Moss won by 46 seconds ahead of Phil Hill's Ferrari. Ferrari was fooled again by gamesmanship; the Scuderia understood out and out cheating, just not subtlety.

It is small wonder that Enzo Ferrari rated Stirling as equal to Tazio Nuvolari as the greatest driver. I have a photo of Moss and Nuvolari together at Silverstone in 1950. I once showed it to Stirling with the comment that it was Enzo's dream team. He pointed at Nuvolari and said, 'So long as he's number two.'

Stirling never cheated, unlike Prost, Senna and Schumacher who, in my book, can never be considered to be among the greats because they did cheat. In fact he defended Mike Hawthorn who had been disqualified from second place in the 1958 Portuguese GP for push starting his car against the flow of traffic. Hawthorn was guilty as charged, and he and Moss were not great pals, but Stirling hated the idea of a colleague who had put his life on the line being robbed over a technicality.

Hawthorn was reinstated and received his six points for second place. Mike won the championship from Stirling by a single point. Not winning the championship never bothered Moss. He once told me that it gave him a distinction which winning the title once or twice would not.

In fact he won two world titles, the World Sports Car Championship for Mercedes-Benz in 1955, and for Aston Martin in 1959. He not only took all of Mercedes-Benz's wins, he became the only man to win the Mille Miglia, Targa Florio and Tourist Trophy in the same year. Many today do not appreciate how important sports car racing was in the 1950s and Stirling was acknowledged as the best throughout the decade, better than Ascari, better than Fangio.

He was the first driver to win a classic race, the Tourist Trophy, seven times. In 1961 his Rob Walker-entered Ferrari 250 GT SWB was fitted with a radio and he followed the opposition via the BBC commentary. How cool is that? Nobody today can be that cool, and nobody else back in the day thought of being that cool. It is not even clear how much of the commentary he listened to, but the word got around and it disheartened the opposition.

Every time Stirling overtook someone, he raised a hand in acknowledgement. The tail-ender being lapped loved

that the maestro recognised him, but if someone had been fighting for the corner with brakes and tyres ablaze, and Stirling thanked him for allowing him through, it was a blow to the ego.

At the first Goodwood Revival Meeting, Martin Brundle was driving a 3.8-litre Jaguar D-type, Stirling was in a 3-litre Aston Martin DBR1. Afterwards Brundle said that when Moss, who was 68, overtook him, he raised his hand to thank him and then took Woodcote Corner one hand on the wheel in a perfect drift.

It was classic gamesman, like him telling everyone that he simply adored wet weather. He didn't, though there has never been a better driver in the wet. The 1961 International Trophy at Silverstone was run to the short-lived 3-litre Intercontinental Formula. Without a power or tyre advantage, Stirling lapped everyone: Jack Brabham, Jim Clark, Graham Hill, Bruce McLaren...

Stirling was the first modern professional driver, at least in Europe, yet was still of the amateur, Corinthian, tradition. His hair loss made him look older than he was. After he won the 1950 Tourist Trophy in a private Jaguar XK120, beating the works entries, he was asked to lead the Jaguar team and he agreed, verbally. He was too young to commit to paper since he did not turn 21 until the next day. No other driver had led a works team at so young an age.

He made a huge impression on the British public and his name helped. His father had over-ruled his mother's desire to call him Hamish. Hamish Moss is the name of an accountant, but Stirling was dashing. It helped that he usually had a pretty girl, 'crumpet', on his arm and could even spot them in the crowd while he was racing. He was, however, a non-smoker and he rarely drank which rather went against the popular image of a racing driver at the time.

Moss was helped when Hawthorn burst on the scene; Mike was tall and blond, usually seen with a pipe in his mouth and a pint in his hand. The press worked up a fictitious story of rivalry which helped both men and the sport in general. The truth was that they were on friendly terms without being friends. Stirling was noted for never having an 'off' day, Mike's performance could depend on the size of his hangover. Each man had his following among the public.

Apart from never having an 'off' day Moss was famed for his versatility. He not only raced, but did a few rallies as well. On his debut he was second in the 1952 Monte Carlo Rally and went on to become only the second driver to win an Alpine Gold Cup for finishing three successive Alpine Rallies without dropping a single penalty point, this at a time when few Alpine roads were metalled.

His celebrated win in the 1955 Mille Miglia shows his intelligent application to racing as well as his skill. He chose the journalist, Denis Jenkinson, as his passenger and he and Jenks devised what would become known as 'pace notes'. They were not the first, but became the most famous. Mercedes-Benz fixed them up with a wireless intercom between their helmets but when the system was tested at Hockenheim they discovered a snag. When Moss was on the limit, at ten tenths, his hearing shut down; it is a phenomenon not unknown among test pilots. Stirling's eyesight remained sharp and so he and Jenks devised a system of hand signals.

Jenks sometimes wondered how hard rally and racing drivers were really trying when they could hold conversations over the radio.

Stirling's preference for driving British cars damaged his career in the early 1950s though it is hard to see what other options he had. For 1954 he bought a Maserati 250F and was so quick that the Maserati works team gradually adopted him. He then spent a year driving in the wheel tracks of Fangio at Mercedes-Benz. It is my belief that, from 1956 on, he was at least the equal of Fangio in F1.

Moss gave a British car its first World Championship win when he took over the Vanwall of Tony Brooks to win the 1957 British GP at Aintree. It was a turning point in the history of British racing. Stirling recorded the first WC wins for Vanwall and Cooper, later he would do the same for Lotus long before Team Lotus scored its first WC victory.

Stirling was the first to win in F1 in a rear-engined car and the last to win in a front-engined car: the unique Ferguson P99 in the 1961 International Gold Cup at Oulton Park. There are ignorant hacks who, thanks to Bernie Ecclestone's PR machine, think that only WC events count as F1 races, but the field for the Gold Cup included Jack Brabham, Graham Hill, Jim Clark and John Surtees to name only future World Champions.

Conditions were damp, which suited the Ferguson and in winning Moss was not only the last driver to win an F1 race in a front-engined car, but the only one to win in a car with four-wheel drive. He could jump into any car and drive at its limit. Many obituaries record that he won 212 races of the 529 he entered, but these figures include events from the post-Goodwood crash era. The win/start ratio of his professional career was much more impressive and he achieved it in 84 makes of car. Stirling crashed at Goodwood on Easter Monday, 1962. There is a small irony, given his fierce patriotism, that the date was 23rd April, the day of England's patron saint, St. George. He has no recollection of racing that day and only a couple of photos were taken of the crash. It is no exaggeration to say that the nation held its breath as he lay in a coma for 38 days, the BBC initially broadcast extra news bulletins. He was not just a successful sportsman, he embodied qualities we like to think are essentially English, like a sense of fair play.

For six months he was partially paralysed down his left side. He has since convinced the world that his recovery

was more complete than it actually was. His memory was remarkable up to the crash, but he never recovered his short-term memory.

Just over a year after his crash he returned to Goodwood to drive a Lotus 19-Climax. This was a low-key occasion and the photos were taken by a friend, John Brierley, landlord of the pub in Chichester where Stirling used to stay when racing at Goodwood.

Stirling lapped the Lotus quicker than most people could, but he found that he had to think about actions which once came instinctively so he decided to hang up his helmet. Later he would say that he had been premature and that things like concentration did return but by then he had created a new life for himself.

Moss's crash deprived fans of future clashes with Clark, Hill and Surtees and also the sight of him in an F1 Ferrari. In 1951 Enzo had offered Stirling a drive in the F1 Bari GP. Though not included in the World Championship the race was over a full Grand Prix distance and the presence of Scuderia Ferrari and of Fangio in a works Alfa Romeo gave the event status.

After Stirling had made the long drive to Bari he discovered that Ferrari had given the drive to someone else. This offended Stirling's sense of honour and he refused to have anything to do with Ferrari though he did race privately owned examples.

Ten years on from Bari, Ferrari was having a splendid season with the T156 'sharknose' but at Monaco and the Nurburgring, Stirling in a year-old Lotus, with 25% less power, defeated the Scuderia. Most F1 races in 1961 were not for the Championship; the four-strong Ferrari team won seven and S C Moss won seven. Enzo rated Stirling as the greatest post-war driver, and he had won World Championships with Ascari and Fangio, and he began to make overtures and unprecedented concessions.

For 1962 Moss was to have the latest F1 Ferrari, but entered by Rob Walker in his colours and competing against Scuderia Ferrari. It was a deal without parallel in the history of the sport, but then no driver has ever had comparable status among his contemporaries.

Moss in a Ferrari versus Scuderia Ferrari is a great 'what if' which so nearly happened.

Once he recovered from the worst effects of his accident Stirling threw his boundless energy into Stirling Moss Ltd. He was a celebrity before the age of celebrities yet his home number was in the London phone book. This is in contrast to lesser people whose ego demands that they have an entourage. He was a natural broadcaster and featured in the very first programme of Channel 4 in 1982.

In 1984 Bernie Ecclestone gave him a run on the short Brands Hatch 'Indy' circuit in Nelson Piquet's Championship-winning Brabham BT52-BMW. It was Stirling's first drive on slick tyres and his first experience of a turbocharged racing engine. I was the entire press corps. He did not set the track alight, he was about five seconds slower than Pierluigi Martini who was being tested. He did acclimatise quickly to previously unknown elements, but could not drive quickly because his body was not conditioned to ground effect.

It is hard to think of anyone else whose career ended in 1962 who was so recognisable that they could advertise products fifty years later. Stirling was famous for more than seventy years, he has been part of the landscape of my life. Those of us of a certain age remember 'Eagle' a comic with values (it was founded by a vicar). There was the Eagle Club (I was a member) and among the vice-presidents was Stirling Moss. 'Merling Stross' was a racing driver in a comic strip.

'Who do you think you are, Stirling Moss?' That was said to be a copper's favourite line to a speeding driver. I experienced it once, as a passenger. The person, not a copper but on the edge of road rage, said, 'Who do you think you... oh you are Stirling Moss.' That was the end of the confrontation.

Stirling quietly retired from driving on the road about 15 years ago, probably encouraged by his wife. He gave up competition driving in 2011 having frightened himself in a Porsche at Le Mans. His departure was typical of the man, a straight-forward honest statement with no PR bull.

The paddock at the Goodwood Revival Meeting is a tribute to his career. Once I was showing a pal around: 'With this car, Stirling... With that car Moss...' and then I saw some crumpet dressed as Playboy bunnies. 'Hold on,' I said, 'he is here,' and moments later he appeared.

For the last forty years of his life Stirling found contentment with Susie, his third wife. He said that he was glad that his knighthood came late otherwise the wrong wife might have got the title, 'Lady'. Lady Moss was more than just a blessed partner, she allowed him to function because he had never fully covered from that 1962 crash. When she was incapacitated, Stirling had to cancel all his engagements.

No other driver in history has made an impact equal to that of Stirling Moss. No other driver has been so recognisable or has set so many landmarks or has recorded so many great drives and all the while being the perfect gentleman. When you spoke to Stirling, he made you feel like the most important and interesting person in the world.

'Or walk with kings — nor lose the common touch.'

Mike Lawrence

SILVERSTONE CLASSIC 2019



This Aston Martin that Paul photographed at Silverstone has an interesting history. Bought new by Sir Malcolm Campbell in 1933, it received the registration ALM 1. Apparently Malcolm Campbell always chose a registration number with the figure '1' in it and he always had his cars painted Bluebird Blue to match his original car. Current owner Phillip Haslam bought the car from St Louis Missouri and it still had the original plates on it. The DVLA told him that the number now belonged to someone else, having lapsed since the car left the UK. Quite by chance one Sunday, Haslam looked at the *Sunday Times* list of available registration numbers and there was ALM 1 leaping out at him. The car now carries its original colour and registration again.

In July last year, I, Larry Coyle and our wives attended the Silverstone Classic, which had been a long held bucket list item. The "Classic" has been run by the Historic Sports Car Club (HSCC) for more than 10 years. The HSCC was formed in 1966 and represents vehicles from 1960 up to the 2000's.

The Silverstone circuit is on the site of a World War II bomber station, RAF Silverstone, which opened in 1943. Silverstone is in central England, located next to the Northamptonshire villages of Silverstone and Whittlebury, approximately 90 minutes north of central London and 60 minutes south of Birmingham.

Silverstone was first used for motorsport by an 'ad hoc' group of friends who set up an impromptu race in September 1947. Maurice Geoghegan and eleven other drivers raced over a two-mile circuit, during the course of which



Above: A Ferrari car park at Silverstone
Left: Gary Culver's Lola T70 Mk3B in the workshop.

Below: The Culver Lola T70 at speed.



Geoghegan himself ran over a sheep that had wandered onto the airfield. The sheep was killed and the car written off, and in the aftermath of this event the informal race became known as the Mutton Grand Prix.

Silverstone first hosted the British Grand Prix in 1948. Using both main runways and part of the perimeter roads, the course was laid out with oil barrels and straw bales, spectators held back from the track edge by nothing more robust than a rope line.

The 2019 running of the Classic included the celebration of many motoring anniversaries including:



Clockwise from top left: Antoine D'Ansembourg's Brabham BT49 shelters under an umbrella while the driver soaks up the rain; The 8-litre Barnato Hassan Special that set a Brooklands lap record of 142.60 mph in 1935 awaits driver David Ayre; A business-like looking Jaguar XK120; Paul Bartlett, Sir Jackie Stewart and Larry Coyle; Craig Davies' Ford Sierra Cosworth RS500 with Carey McMahon's ex-Longhurst car behind; A Bentley Mk VI special with 6¾-litre engine, probably a V8 from a late Bentley T-series.

- Mini's 60th.
- 100 years of Bentley.
- Ford Capri 50th.
- 50th anniversary of Sir Jackie Stewart's (now 80) first British Grand Prix victory.

The event included 17 racing categories run over 3 days for a myriad of Historic Categories including: Formula 3, Formula 2, FIA Masters Historic F1, Classic GT Cars pre 66, Historic Touring Cars pre 66, Sports cars pre 61, Thundersports (Can Am), Mini, Grand Prix cars pre 66, Pre-War Sports Cars, Endurance Cars (Sports Prototypes & GT's 1995-2012).

One of highlights of the three days, and there were many, was the chance to meet and talk with Sir Jackie Stewart. A very engaging character who was keen to interact with two fans from "down under".

Whilst the action on the track is pretty impressive, there were scores of static car displays of some pretty exotic



machinery, including the biggest stall of model cars for sale that I have seen. The weather was a typical English summer, grey, overcast and raining but that certainly didn't dampen our spirits and we had a fabulous time. I would thoroughly recommend it to anyone with a passion for Historic race cars.

Paul Bartlett



Clockwise from top left: David Tomlin's ex-Klaus Ludwig Zakspeed Escort RS1800; The 1969 Matra MS80 in which Jackie Stewart won the World Championship that year, the only one of his championship winning cars that is not owned by the Stewart family; A large gathering of Minis celebrated the 60th anniversary of its introduction in 1959; Will Nuthall's Cooper-Climax T53 with Tony Wood's Maserati Tec Mec; Robert Lewis's 1939 Lagonda V12 Le Mans Recreation; Eddie McGuire's Scarab Offenhauser; Larrie Coyle and Paul Bartlett with their respective wives.





SAVE THE DATE!



2020

SUNDAY

OCTOBER 11th

BROCKWELL CLASSIC

BOOK REVIEWS:

CLAUDE DEANE – WESTERN AUSTRALIA'S MOTOR DEALER EXTRAORDINAIRE BY GRAEME COCKS

REVIEW BY BILL BUYS



Cooped up at home by the invisible monster from Wuhan?

You could be there for some months yet, which is about how long it might take to read a new book: Claude Deane, Western Australia's Motor Dealer Extraordinaire.

It only runs to 216 pages, including index, but there must be millions of words, set in smallish type, which present an almost encyclopaedic account of very much more than just Mr Deane's endeavours in music, the motor industry, boating and, rather oddly, alternative medicine.

The beautifully produced work by celebrated Perth author Graeme Cocks, is quite weighty, has a magnificent hologram-like dust jacket, and deals with the life of one of Australia's most colourful people – but one you'd most likely never heard of.

Claude Williams Deane was born in Williamstown, Victoria, in 1871, the son of a flamboyant American sea captain.

He could have lived a gentleman's life, but an entrepreneurial streak had him moving west in 1897, not to join the gold rush like thousands of other young men, but to build a future in the motor industry, which was just starting to emerge at that time.

In just a few years he became a pioneer of Australian motoring and Western Australia's biggest car importer.

He made many cross-country trips, the first in 1901 on a De Dion motor tricycle, visiting mine sites and showing the



Cecil Dent's Oldsmobile



Claude Deane's Renault 1904 or 1905

horse and buggy brigade the way of the future, despite there being no proper roads at the time.

He imported a great variety of vehicles in the ensuing years, among them Oldsmobile, Mercedes, Panhard, Fiat, Renault, Darracq, Belsize, Gregoire, Star, Willys, Sunbeam and others.

He entered a Darracq in WA's first motor race, at Boulder in 1909, and won, with a professional driver at the wheel. Deane was also a founder of the Automobile Club of WA (now the RAC) and among other things, he introduced taxis to Perth.

One of his Renaults is still on the road in Perth. The 1903 model has been fully restored and the 117-year-old beauty is

regularly driven by its classic car collector owner, Alan Tribe.

The well-illustrated and comprehensive book covers most facets of the global birth of the automotive industry, the cities of Perth and Fremantle, the gold rush and the ups and downs of the colourful Mr Deane.

One of his biggest 'ups' came late in life, when at age 60, he had a so-called lightbulb moment and became the nation's first alternative medicine practitioner.

More than making herbal tablets which 'cured many incurables', he also had a psychic he called 'the human X-ray' who could diagnose ailments by merely looking at patients.

Sir Arthur Conan Doyle was among his supporters, and despite some scepticism, his New Era herbal tablets must



Alan Tribe's 1903 Renault

have done the curing trick for many people, because they sold well and made him more money than all his years in his car businesses. He even went to South Africa to set up a pill-making laboratory in Cape Town, which is said to survive to this day. He himself died there at 74.

It's a yarn rich in detail, that might take longer to read than the life of the corona virus.

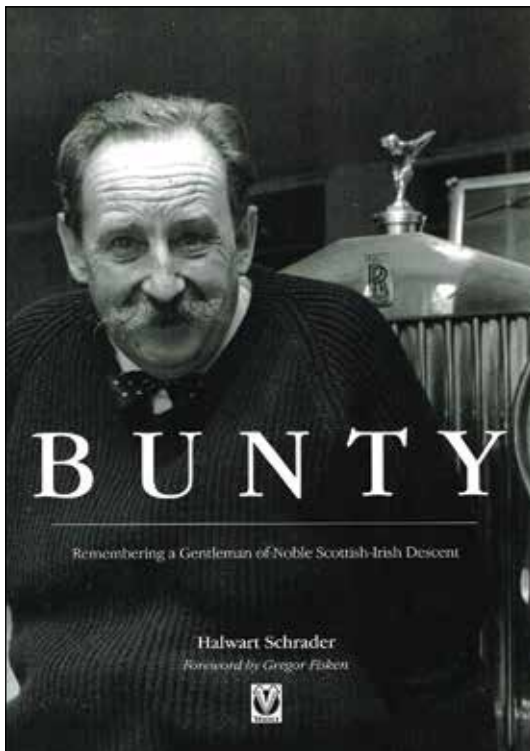
It costs \$65 plus \$13.50 post and packing within Australia. Get it from motoringpast.com.au

BOOK REVIEWS:

BUNTY – REMEMBERING A GENTLEMAN OF NOBLE SCOTTISH-IRISH DESCENT

BY HALWART SCHRADER

REVIEW BY BOB CAMPBELL



David “Bunty” Scott-Moncrieff was a colourful, larger-than-life personality who was a prominent member of the British motoring community. He was an enthusiastic car expert, charming entertainer and passionate vintage car addict. He was also what was known as an “English eccentric”. I believe the French would call him *un originale*.

I’m not sure where I first came across Bunty Scott-Moncrieff, but it was probably in the pages of one of the British motor magazines I used to read at Claremont Public Library in the late 1950s and early 1960s, *The Autocar* or *The Motor* (they both had the definite article in their titles back then). Or it could have been when I got his book, *Three-Pointed Star*, out of the library. Either way, I was fascinated by the way he described his company in his advertisements in *Motor Sport* magazine, “David Scott-Moncrieff & Son Ltd — Purveyors of Horseless Carriages to the Nobility & Gentry Since 1927”.

What we learn from the book is that Bunty was a connoisseur of great cars, beautiful women and fine wine, not necessarily in that order. His dealings in horseless carriages remind the reader of a high class Arthur Daly, but the cars are usually rare, almost always valuable and, at least in later years, mainly Rolls-Royces or Bentleys. There are also supercharged Mercedes-Benz SS and similar models.

Bunty travelled a great deal on the continent and even got himself trapped in eastern Europe for the first two years of World War II while

his fiancée Averil was kept apprised of his location by letters from various outposts of civilisation. His return via the south of France before being smuggled across the Channel could have made a book all by itself.

The descriptions of Bunty’s dealings in various cars that would be almost priceless today, with seven-figure amounts in pounds being offered for them at auction, are legion. He had a collection of old Rolls-Royces that had been rebodied as hearses plus at least one that made a very up-market ute, all purchased for rebodding and selling on at a profit, at which Bunty was remarkably successful. The cost of restoration would make such a business less than viable today, but for Bunty it worked.

Bunty’s story is told in a series of anecdotes, virtually every chapter being a stand-alone story by itself. One chapter tells of the couple who came to test drive and possibly buy a Rolls-Royce. Bunty couldn’t understand why they brought their shopping with them. The purchase price being agreed, £2800, the paper shopping bags were up-ended and exactly £2800 in cash decanted from them. Another cash buyer had flown in from the USA, an unusually corpulent gent. The price agreed was \$5000, whereupon the gent disrobed and \$5000 in \$10 notes extracted from between his two layers of underwear, after which he no longer looked corpulent. Apparently he had smuggled the cash into the UK and afterward he asked that the receipt show only \$2500.

In the epilogue is an example of Bunty’s humour in the form of a limerick attributed to D S M:

There was a young lady from Wantage
of whom the town clerk took advantage.
Said the borough surveyor:
Of course you must pay her,
You’ve altered the line of her frontage!

Bunty is available from The Pitstop Bookshop (pitstop.net.au) for \$39.99 plus \$6.95 p&p in Australia.

LETTERS TO THE EDITOR

I live in hope of usable letters to the editor from VSCC members and other readers. Please man your keyboards and email your thoughts on club matters to me or get your pens to work and write me a real letter. Please don't include anything that is actionable, it won't be published, but let us develop Vintage Metal as a forum for members and friends of the VSCC of WA.

I should perhaps explain that in my emails to Mike Matune and Don Capps I included a reference to the poem Said Hanrahan, see Wikipedia at https://en.wikipedia.org/wiki/Said_Hanrahan or you can Google "Said Hanrahan" yourself to find the story of the poem and its text.

My contact details are on page 2. Bob Campbell, Editor

First letter is from Mark Jones, the VSCC Librarian, with his tribute to Terry le May.



Hi Bob,

Here's a couple of shots of Terry from when he was re-building my Cooper S engine and gearbox 2 years ago. He was very particular and took great care doing the work. He told me that he enjoyed getting back into working on a Mini after a long absence from them. I was lucky to have



him do it for me. We developed a strong friendship from the many discussions we had over the problems that the engine presented and of parts needing to be chased up – including an 'S' engine block from another VSCCWA stalwart; Denny Cunnold. The VSCCWA network is a very valuable resource!

Regards

Mark

Mark L. Jones Perth, Western Australia.

The letter below is from a faithful reader in North Carolina, H Don Capps. Don has helped me several times over the years with historical information that I couldn't find for myself (and corrected me when I got it wrong, as he does again in this letter). As President of the Society of Automotive Historians the turmoil resulting from the COVID-19 pandemic has made a lot of work for him, as it has for our VSCC administration, if on a smaller scale.

Bob,

"We'll all be rooned!"

The number of times that I heard that from, first, the great SAS blokes I worked with on occasion in Viet-Nam and then my ADF colleagues in Iraq and Afghanistan and if I got a dollar (\$US or \$AUS) for each time, I would be a very, very rich man.

Of course, I would be MUCH richer each time I got a dollar for whenever the Great Australian Adjective was used.

I have had to cancel the SAH Spring Board Meeting in Dearborn at the Automotive Hall of Fame – which is right across the street from The Henry Ford Museum and the Benson Ford Research Center. Then, we had to make the decision to cancel the International Drive History Conference, within two months of its happening. That really hurt. We had put an enormous amount of work into and resources as well. UGH! My panel at the Popular Culture Association annual conference bit the dust when that was cancelled. The Organization of American Historians annual conference was cancelled as well; at least this year I was just attending for a change and not moderating a panel or presenting a paper. And on and on and on. Several panels and talks that were on my schedule for the next umpteen months have all been cancelled – although at least one at the moment is being tentatively moved to this fall. Maybe.

It has been a disaster on my end. I have had to unravel no end of travel plans, reservations, meeting arrangements, and so on. Dealing with all the conference fees alone is giving me migraines.

That I had been involved in working with a number of invited speakers from outside the USA is another headache that is on the plate. We are still very concerned about several of our Italian friends, along with one of my former bosses (a retired US Army colonel) who lives in Northern Italy.

Given the circumstances, great job with this issue of VM! Looking forward to the rest of the Joyful Noise story. Oh, speaking of the 1954 British GP and Fangio.... The problem was not the bodywork or even necessarily the understeer, but the Continental tyres that the team was using. While I don't remember all the various aspects of the situation that got bantered around — the discussion was in German and English with the two often getting intertwined — but the Continentals simply did not work well at Silverstone, causing the cars to go from understeer to oversteer and back and forth in the blink of an eye, little to no warning. I got this from Hans Herrmann who drove the Kling car during practice and found it “fuken awful!” We had this talk in July 2007 when I was in Stuttgart for a symposium. I think that several others have mentioned the problems caused by the Continentals as well at Silverstone. Interestingly, the next year at Aintree, no problems with the Continentals. While the Pirelli tyres tended to work better everywhere, there was enough difference in the M-B machines to mitigate the difference, especially with Fangio and then later Moss at the wheel. It also appears that the Continentals were better in 1955 than they were in 1954, so that was another factor as well. Another person who mentioned the tyre issue was John Fitch, who drove for the team in 1955 in the 300SLR and 300SL. He was full of all sorts of gems about the M-B team. We talked several times at the International Motor Racing Research Center in Watkins Glen.

Regards,

H Don Capps

President Society of Automotive Historians [USA]

A brief letter of thanks to Sheryl Swarbrick for letting members know about the Albany Classic.

Thanks Sheryl,

... for advice on the Albany Classic and other recent emails.

Best wishes for your continued good health as too for Glenn, committee personnel and other VSCC members.

Hopefully when this crisis is over, we'll all be able to carry on with enjoyment of our lives, although I suspect nothing will be the same as before. It will be nice to imagine that people will have more respect for others, with the changes we'll all have to make, in order to come out the other side intact.

Cheers for now,

Ken & Mary Ann Stewart-Richardson

Another from an American reader. This time it's Mike Matune. You might remember that Mike Matune and his wife Maureen supplied the story and photographs of the 2018 Pittsburgh Vintage Grand Prix for our November 2018 issue.

Bob,

Thanks for providing the latest issue of *Vintage Metal*, I very much appreciate it.

It sounds like things here pretty much mirror things there. Car events are being cancelled. The latest date I have seen for a cancellation is in mid-July. Some organizations/tracks seem to be holding out more than others. A few are announcing minimal cancellations for imminent events as if this will be over quickly. I hope they are right, but have a suspicion we may be in this mode for a while. It may have something to do with economics. In the case of at least one track, their closure should this not end soon is said to portend their closure.

We are seeing the same buying panic here with toilet paper high on the list. We are ordering online for delivery or pickup to minimise our exposure. As much as we hate to admit it, we are in a high risk category being older than 60 (a lot older). Some stores have set up special hours for we “mature” types.

Which businesses are open has been limited to “essential” services, such as grocery stores and gas stations. There are some other types of business that are still open, but not many. All restaurants have shifted to a pickup or delivery only mode. Some fast food places are drive through only.

And as you mention, the media is very doom and gloom. One would think the apocalypse has been announced. Now I have to figure out how to fit “We'll all be rooned,” into a conversation or an article. With your help I know what it means. It's very appropriate for today's media coverage.

Take care,

Mike Matune



Safety Flooring Clearance

Austrax Safety Flooring is clearing stock of this product at just \$295 for each job lot of 19.2 m². That's almost half the usual price.

We have previously sold many of these to classic car owners for their workshop/garage floors.

Contact Steve Peters at Austrax Safety Flooring

Tel: 08 9481 2308 – Mob: 0401 931858

Email: stevep@austrax.com.au

BSW Spanners Free to a Good Home

Hi my name is Geof Baker and I volunteer at the Wanneroo Community Mens Shed. Over time I have collected quite a few BSW spanners.

They are free to good home.

We are located at 1/31 Creative st Wangara and are open on Tuesdays and Fridays.

My contact number is 0428 878 252.

Kind regards Geof.

Wanted to Buy

Cortina TC parts particularly

TC 4-cylinder, 2-litre tailshaft with a flange mount coupling on the diff end to suit

Contact Roy Strong – strrb@iprimus.com.au – Mob: 0427 858 459

FOR SALE – 1965 MGB

Competition prepared – Never licensed in WA –
Purchased in 1999 – Has done Targa Tasmania 3
times

Built by MG Workshops in Victoria in 1997

Bored to 1946 cc, V8 clutch, factory straight cut
gears

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Very rigid – always trailered

Sparco racing seats, racing steering wheel, Minilite

replica wheels, Motorsport Australia (CAMS) approved rollover bar

CAMS/Motorsport Australia log book

Not eligible for historic racing but good for regularity

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Being sold because owner downsizing – Price negotiable

Contact: Stan Robson (08) 9534 7535 – Max Gamble (08) 9276 2903



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Owners must carry own insurance

Contact

Rusty Kaiser
0439 968 908



WANTED! COLLECTOR SEEKING MODEL AERO ENGINES 30S – 60S TYPES

Mark Jones is hoping to purchase and add to his small collection of model aero engines: diesel, glow plug and petrol ignition types. These were mini engineering marvels!

**Contact Mark
(VSCCWA
librarian) on
0432 910 742**



Wanted to purchase:

Parts for 1969 MGB roadster.

2x front wheel hubs 4 stud, pcd 114.3.

to suit flat mounted alloy wheels, to replace existing wire wheels splined hubs.

New or second hand.

Please contact Len Kidd – 0422 797 461

FOR SALE

Two classic slot car models, both mint and boxed.

Paddy Hopkirk/Henry Liddon Mini Cooper S, 33EJB, winner Monte Carlo Rally 1964. Scalextric model is complete with auxiliary lights, rally plates, correct registration plates plus driver and navigator figures. The full sized car is doing the rounds of classic car shows and is worth mega-dollars. Get the model for just

\$100.00

plus delivery costs if applicable.

Jackie Stewart Tyrrell-Ford F1 1971. After Matra

decided to use its own engines for 1970 and the March F1 cars proved to be inadequate, Ken Tyrrell was forced to build his own cars. This SCX model depicts Tyrrell-Ford 001 as it appeared at the Race of Champions at Brands Hatch in March 1971 when Stewart finished second to Clay Regazzoni's Ferrari. Yours for

\$90.00

plus delivery costs if applicable.

Contact Bob Campbell – Mobile: 0419 849 835





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