

February 2021

Issue No. 350



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

VINTAGE METAL

www.vscwa.com.au



2020 VINTAGE STAMPEDE

PLUS

Annual Dinner and Trophy Presentation

2020 in Review

Jack's Hill

F1 70 and Other Myths

February General Meeting – Monday February 1
Light Car Club clubrooms,
opp. 37 Moojebing St, Bayswater
6.30 for 7.00 pm

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COVER: The Regularity Group 4 field at the 2020 Vintage Stampede on the dummy grid headed by Rami Brass's 1966 MGB and David Moir's 1980 Triumph TR7 V8 (Mark Duder photograph).

Advertise in *Vintage Metal*

Advertise your business in *Vintage Metal* at very reasonable rates.

Vintage Metal is published monthly 11 times per year (February to December), in A4 full-colour format with an approximate distribution of 400 per issue distributed by email. Rate card available from David Moir.

Advertising 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.

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.

For all commercial advertising contact David Moir

0400 813 141 — david.moir@iinet.net.au

FROM THE PRESIDENT



Firstly, I would like to wish everyone a Happy New Year, and hope you all had an enjoyable holiday season. We are hoping for a much better year for the club than one just past. Considering the lack of events, our club survived the year very well both financially and still having strong membership.

The overwhelming support for the proposal to build new club rooms at the Caversham site was most encouraging for the long life of our club going forward.

Unfortunately, it has not been a very good start to 2021 with several break-ins at the existing club rooms and workshop; causing extensive damage to the facility such that it might not be economically viable for repairs to be carried out.

Our club general meetings are to be held at the Light Car Club rooms until the club again has usable clubrooms. I thank Dad's Army and other volunteers for their repeated efforts to get the club rooms and surrounds up to a usable state. A special thanks to Graham Whitehead who is the first callout for these break-ins.

As we are all aware the existing club house is in a very isolated location and it invites repeated vandalism, it has been fortunate that the main building has not been breached and our records, memorabilia, library etc. are all intact. The workshop and surrounds has suffered the brunt of these incidents with copper and equipment being the main targets.

I think that if and when we build a new club house, that a 2-metre high tilt-up wall should be incorporated for added security.

The management committee has looked at how to resolve the ongoing security with the current club house. It seems that the wisest course of action is to abandon the current clubrooms and move our valuables to secure storage elsewhere.

With regards to our next event, the planning for Northam is well underway and is shaping up to be an exciting weekend for all participants. Further communication will be forthcoming in the coming weeks.

Sad news for the club is that of the passing of Ivan Okey, long time club member and current Committee Member, Regalia Officer and VSCC Log Books coordinator.

Ivan suffered a heart attack at home on Friday morning, December 18. Our condolences to his wife Pauline and extended family.

Looking forward to seeing you all at our next general meeting on the 1st February 2021 at the Light Car Club clubrooms in Bayswater.

HELP!

Vintage Metal is your magazine. It needs input from you, the members of the VSCC of WA.

This is most easily done by one of three methods;

1. Write a letter to the editor telling of your views about the future of the club or club matters that are important to you. Reply to a previous letter to the editor if you disagree with what was said, or even to support the previous writer. Use Vintage Metal as a club forum.
2. Write a brief profile of yourself and your career in motorsport or your activities as a member of the VSCC. Include photographs or contact Editor Bob Campbell to see if he has photographs that will illustrate your story.
3. Contact Bob with information about your motorsports activities and work with him to produce a profile of yourself. You can include your competition activities with and outside the VSCC. Again, you will need photographs.

Bob needs your help with letters or stories to make Vintage Metal a better club magazine.

Don't worry about your writing skills. Bob has many years of experience editing contributions to magazines that needed to be tidied up without losing the message the writer is sending. He can do the same for you.

The deadline for each magazine is the fifteenth of the month prior to the publication date.

Contact Bob on 0419 849 835 or email robertcampbell4@icloud.com for more information or to organise a story.

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

Minutes of General Meeting held at Burswood on Swan, 14 December 2020

The meeting was opened at 7:25 pm by President Glenn Swarbrick with around 68 members and guests present.

The President moved, seconded by David Moir, that normal business be suspended so that we could enjoy the dinner and each other's company. Carried.

Following the dinner and trophy presentations, the meeting was closed at around 10:00 pm.



Left: Graeme Whitehead receives the Max Gamble Trophy for Best Club Member from Max



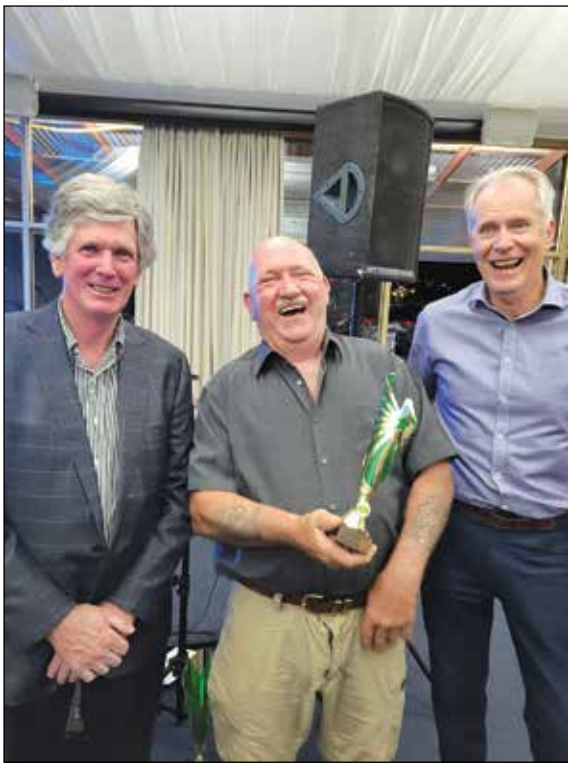
Right Paul Bartlett receives the President's Trophy for Individual Effort

Below right: Michael Broughton receives the trophy for Regularity Champion, Class Sb



Presidents on parade, left to right: Ross Oxwell, Max Gamble, Ed Farrar, Rob Ozanne, John Davies, Glenn Swarbrick, Ian Fry.





Left: A highly entertained Jamie Scott receives the trophy for Regularity Champion, Class N under 2 litres



Right: Tony Brett exhibits a little more decorum during his presentation of the trophy for Sports Cars pre 1960 & Post 1977 Sports and Racing Cars at the Collie Coalfields 500

VSCC OF WA CALENDAR 2021

February

- 1 General Meeting – Light Car Club clubrooms, opp. 37 Moojebing St, Bayswater
- 6 Dad's Army
- 9 Management Committee
- 15 Competition Group
- 16 Dad's Army
- 23 Dad's Army

March

- 6 Dad's Army
- 8 General Meeting – Light Car Club clubrooms, opp. 37 Moojebing St, Bayswater
- 9 Management Committee
- 15 Competition Group
- 23 Dad's Army
- 30 Dad's Army

April

- 10 Lindsay Monk Hillclimb, Mt Ommaney Club Hillclimb Championship Rd 1
- 10 Minson Ave Motorkhana, Northam
- 11 Northam Flying 50 State Regularity Championship Rd 1 (Historic only)
- 12 General Meeting – Light Car Club clubrooms, opp. 37 Moojebing St, Bayswater
- 13 Management Committee
- 19 Competition Group
- 20 Dad's Army
- 27 Dad's Army

**NOTE! DEADLINE FOR ARTICLES FOR THE MARCH 2021 ISSUE IS FEBRUARY 15, 2021
ADVERTISING DEADLINE FEBRUARY 11, 2021.**

NORTHAM VINTAGE



SWAP MEET

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

Supported by the **Shire of Northam**

Sunday February 21st 2021

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

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

Site : \$15:00 each (Admits one)

Vintage Vehicles for sale **ONE ONLY** per 4m x 12 m site

GATES OPEN : Sellers - 06.30am

Public Entry : 7.00am

FINISH : 12.00 Midday

Public Entry : \$5:00 per person (Kids Free)

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

Display Vehicles 7am – 12 noon on site

Food and Drink available, no alcohol

Organiser Approved food-drink vendors only on site

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

Bookings not necessary enrollment forms on day of event

STRICTLY NO DOGS ALLOWED AT THIS EVENT

PART PROCEEDS TO NORTHAM HOSPICE

Made possible with Support and Sponsorship from



Mr Super Whipp



EDITOR'S RAMBLINGS



What on Earth's a Haruspex?

A recent issue of *Octane* magazine spoke of '...various official haruspices telling us where and where we can't meet to look at old motors...' Naturally I had to look up haruspices and I found that it is the plural of haruspex. Which brings us to the question above.

According to the *Oxford Dictionary*, a haruspex is, 'One of the ancient Roman soothsayers, of Etruscan origin, who performed divination by inspection of entrails.'

Of course, official sources always claim to have consulted computer models when making their predictions, but their success rate makes one wonder whether they might be better inspecting entrails.

Dick Ward's Open-wheeler



In the December 2020 issue I admitted my error in identifying the Peugeot powered open-wheel racer originally built by Bob Kingsbury. Here are two photographs of the car I thought it was, Dick Ward's Peugeot Elf.

It was a pretty little car and immaculately presented, like all of Dick's racing cars to this day.



Great Race track in Miniature



Bring a Trailer auction house in the USA (look at the web site at bringatrailer.com) recently sold a 1:32 scale slot car raceway inspired by the Virginia International Raceway. The custom-built layout takes up 20 feet by 7 feet (6.1 metres by 2.13 metres) and came with 25 race cars and a tablet-based operating system. Detailing includes simulated concrete patches at corner apexes and dented armco with model fans, flora and track infrastructure.

Even if I had that sort of space available, the winning bid of \$US65,500 is somewhat more than my model car budget, but it gives the new owner a great way to while away the hours of lock-down.

Thanks for the Photographs

I had almost no photographs from Jack's Hill or the Vintage Stampede, so I asked Sheryl to broadcast a plea for help to the VSCC membership...and it worked! I already had a few shots from Mark Duder, but he was a trainee flag marshal at the Stampede and had to put his camera away. Thank you to Mark, Mark Ainscough, Tim Falconer, Sarah Fry and Thierry Michot for a great selection of photographs, many of which you will find on pages 24 to 27. Thierry's shots are on the JK and L Squareriggers Update on page 16. One of Mark Duder's shots is the front cover picture, so I was well served by our members.

Tim Falconer's pictures were particularly interesting as they were taken from his in-car camera, providing a driver's eye view of the circuit and competitors.

Vale Dr Mike Lawrence

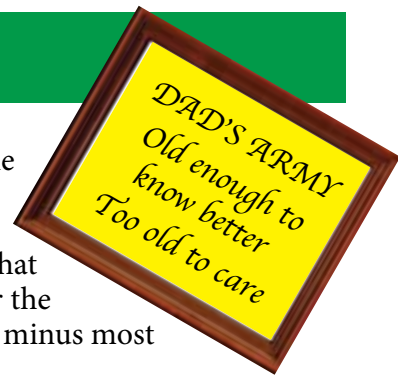
Mike Lawrence, who literally rose from his sick bed to write the marvellous tribute to Sir Stirling Moss that appeared in our May 2020 issue, has succumbed to Non-Hodgkins Lymphoma and passed away in his sleep on the evening of December 21. A skilful and accurate writer and historian, he described himself as a pedant, and he was definitely pedantic about accuracy in motor racing reporting and history. I share his views on that.

Mike will be greatly missed by his fans and the motor racing world at large, particularly those who follow F1.



Bob Campbell

DAD'S ARMY NEWS



New Trailer



As we have told in this column, the trailer that formerly housed our ride-on mower, rotary mower and whipper-snippers was stolen, but that we recovered it from the bush near the clubrooms with some damage and minus most of its contents.

That trailer is a hefty twin-axle model that is awkward to handle and does not meet the needs of the club, so it will be put up for sale when all repairs have been completed.

A much more practical, lighter and easy to handle trailer has been donated to the club by Neville McInerney (see photo at

left). Graeme Whitehead is organising the licensing of the trailer, which has passed inspection.



More Break-ins

The most recent break-in at the clubrooms has proven to be the straw that breaks the camel's back. It appears that we are moving everything of value out of the Caversham premises



and into secure storage.

As you can see from the photographs, the interior of the storeroom on the south side of the main building was trashed. Air conditioning ducting and shelving were dragged down into a twisted mess on the floor, so entangled that the Dad's Army team had to winch the wreckage out of the room.

The thief made off with some spare Austin A40 gearboxes from the Caversham Car project, probably for the scrap value of the aluminium casings. Much of the club equipment for events such as Northam was salvageable and the marshals' flags, witches' hats and other bits and pieces were retrieved more or less intact. Spare radiator hoses and other bits and pieces from the Caversham Car project and front and rear axles for the Singer project car were also retrieved.

Dad's Army convener Graeme Whitehead obtained a large roll of bubble wrap, to be used to wrap the memorabilia formerly hanging on the walls of the main room.

Vale Ivan Okey

Just before Christmas we received news that long time club and Dad's Army member Ivan Okey passed away after a heart attack at home on Friday December 18. Dad's Army extends its condolences to his wife Pauline and his extended family

The Scribe

DAD'S ARMY DATES – 2021

	WORKSHOP SATURDAY	SECOND LAST TUESDAY	LAST TUESDAY
FEBRUARY	6	16	23
MARCH	6	23	30
APRIL		20	27
MAY	1	18	25

2020 IN REVIEW

2020 was a pretty terrible year for most of us in many ways, but mainly because of the disruption to normal life caused by the coronavirus pandemic. This review of the year is gleaned from the stories and news items that appeared in *Vintage Metal*, which continued to be distributed to members through the year.

The year started off like any other year, except that ongoing problems with the ceilings of the clubrooms had meant that the first club meeting of the year would be held at John Webb's Car Collection in Balcatta. The planned calendar of competition events began with the Northam Motor Sports Festival in April and ended with the Vintage Stampede in December. Club meetings were scheduled from February to December with high hopes of being able to return to the club rooms as soon as the collapsing ceilings were replaced.

There was news of a coronavirus known as COVID-19, but that was on the other side of the world...



Mark Duder and Alpine in the Targa High Country

The February 2020 issue of *Vintage Metal*, first of the e-magazine issues with 20 A4 pages, covered a variety of topics, ranging from Graeme Whitehead's Life Membership of the VSCC to Mark Duder's run in the Targa High Country based in a very snowy Mount Buller, Victoria. It also announced the 2020 competition calendar, which looked as though it was going to be great. Little did we know.

The bad news in the February issue was that there had been a major break-in at the clubrooms and the big two-axle trailer, complete with the ride-on mower, rotary mower and two whipper-snippers had been stolen, along with tools and panel beating material. The absence of the trailer left enough space in the workshop that Dad's Army

could have morning tea where the trailer used to sit now that the clubrooms proper were unusable.

By the time the March issue had come out there was still no progress on the ceilings, so the March general meeting was held at the Inglewood Bowling Club. Everything else seemed near to normal, with the major events still scheduled to go ahead. One major change was that the Albany Classic would be run as a joint venture between the VSCC and the newly formed Albany Classic Motorsport Club. The ACMC would gradually take over responsibility for the running of the Albany event over the next few years, with help from the VSCC if needed.

By late March when the April issue of *Vintage Metal* was published, the COVID-19 pandemic had struck Western Australia, the border was closed to South Australia and the Northern Territory and strict quarantine laws had anybody returning to the state from overseas or interstate isolated for two weeks. The front cover of the April issue had the headlines "NORTHAM POSTPONED!" and "ALBANY CANCELLED! SEE PAGE 3". Where the April meeting would normally have been announced, a headline announced that the meeting had been cancelled.

Club meetings and Dad's Army gatherings were to be suspended because the COVID-19 restrictions imposed by the State Government made the meetings impossible. The Albany cancellation was because the event relies on the availability of a long weekend and there was no suitable weekend available later in the year than the usual June date. Northam was postponed in the hope that it could be held later in the year.

Other news included David Ward taking over as club treasurer and, less welcome, the discovery of asbestos in the roof space of the clubrooms. While David has been a welcome addition to the Management Committee, it was to take until December to get the asbestos removed and the ceilings replaced. While all of the VSCC events and functions were suspended, the annual Classic Car Show at Ascot just sneaked in before the lockdown and the VSCC had a presence, albeit reduced, at the show.



The VSCC display at the Classic Car show

The editor, having little or no club activity to report, searched his archives for stories of historic motor sport to give members a reason to read *Vintage Metal*. There were a number of book reviews describing books of interest to the members, or even written by our own Graeme Cocks. Heza Henry continued to supply stories of the activities and proposed activities of the JKL and Square Riggers group.



Doctor Terry at work on Mark Duder's Cooper S

The May issue contained bad news about long time members of the VSCC and one of the giants of 'our' period of motor sport. At Easter the club lost stalwart Terry Le May to cancer and the motor sports world lost Sir Stirling Moss. Paul Wilkins contributed a moving tribute to his friend and ours, Terry Le May, while the editor prevailed upon his old friend Mike Lawrence to allow us to use his tribute to Moss. Mike literally rose from his sick bed to write the tribute for web site *pitpass.com* and *Vintage Metal*. He was suffering from Non-Hodgkins Lymphoma to which he succumbed on December 21. The tribute to Moss was his last professional piece.

The other bad news was that VSCC founder member Don Hall was extremely ill and confined to hospital.

On a brighter note, the May issue also contained a story from Competition Secretary Paul Bartlett describing his visit to the 2019 Silverstone Classic, where Paul and Larry Coyle met Sir Jackie Stewart. The issue also featured two pages of letters to the editor, including two from readers in the USA. The magazine has three readers in the USA, several in the UK and one each in South Africa, New Zealand and the south of France.

By the June issue, Northam had been cancelled for 2020 and planning for the 2021 event was under way. There was still to be no general meeting in June, but there were hopeful signs for the future. The Collie Coalfields 500 in October and the Vintage Stampede on the first Saturday in December both looked like going ahead as the only competitive VSCC events for the year. Dad's Army was meeting in the workshop and plans were afoot for the resumption of club general meetings.



Paul Bartlett, Sir Jackie Stewart and Larry Coyle



Nick Daniele gives the Caversham Car a spin, from the June issue

Part 2 of *Make a Joyful Noise* appeared in the June issue, taking the reader through the Grand Prix seasons from 1946 to 1966 with a brief foray into the late 1930s as an introduction. The first part of this story appeared as the *Editor's Ramblings* in the March issue. Part 2 started with the dominance of the prewar voiturette Alfa Romeo Tipo 158 and ended with the pre-eminence of a much simpler design by Messrs Tauranac and Brabham, with the assistance of Repco, in 1966.

The *Letters to the Editor* pages in the June issue promised

much with five letters on subjects from Stirling Moss to the future of the VSCC. However, the supply of letters dried up for the July issue with no letters at all.

The big news in the July issue was the recommencement of general meetings with the July meeting to be held at the Light Car Club clubrooms in Bayswater. Our own clubrooms were still afflicted with asbestos and drooping ceilings. Feature article in the magazine described the 1951 Jubilee Grand Prix at Narrogin, that year's Australian Grand Prix. The story was originally written by Bob Campbell for the programme of the 2001 commemorative event celebrating the 50th anniversary of the event. There was also a shorter piece about the 1957 AGP at Caversham. David Moir



George Reed (left), who built the 1951 winning car, and John Cummins, who drove a Ballot in the 1951 race, sit on the Skate replica at Narrogin in 2001 and reminisce.



Terry Le May's daughter Kristi farewells her father with excerpts from the eulogy she presented at his funeral, held at the height of the COVID-19 lockdown. A moving presentation with a slide show full of memories for many present.

general meeting the president had spoken enthusiastically about the plans for the Collie Coalfields 500 in early October and the Vintage Stampede at the beginning of December.

In the September issue Graeme Cocks presented a history of Caversham. The feature article was a detailed description of the Caversham Clubrooms Proposal prepared by Brian Eyre, who has worked indefatigably on the Caversham Project, as part of the build-up to the members' vote on the future of the project, to be held at the November general meeting. Still on Caversham, 1969 WA Rally Champion Jim Maslin told the story of his participation in the 1964 Caversham Six Hours Le Mans Race in an Austin Lancer. The Lancer won its class and the story concludes 'It seems that, on that day at least, Austin Lancer was the answer'.

Letters to the Editor in the September issue responded to Editor's Ramblings in the August issue — exactly what the editor hoped for. Members wrote in to suggest that new blood was

provided the story of how he rebuilt the steering box of his Austin Healey during lockdown, replacing the water pump at the same time.

The August issue of *Vintage Metal* described the club's farewell to Terry Le May, which was held at Burswood on Swan on July 18. It was a very moving function, with presentations by friends, colleagues and family, culminating in Terry's daughter Kristi reading excerpts from the eulogy she presented at his funeral. She also presented a slide show of images from Terry's life from childhood to recent activities.

The Editor's Ramblings presented a slightly different view of the Caversham project to provoke members into thinking about the consequences of building the proposed clubrooms on the York Street site. Dad's Army coped with yet another break-in, started the rebuild of the recovered trailer and began work on the Singer project car. Things were gradually returning to normal with the JKL group participating in a track day at Collie to blow six months worth of cobwebs out of venerable engines. At the July



John Davies supervises as grandson Percy Hunter gets set in the supercharged MG TC monoposto at the Collie track day in July



An artist's impression of the new clubrooms at York Street

needed in the club and that the Ramblings should stir up a hornet's nest. Others presented a strong argument in favour of the new clubrooms, suggested how we might proceed with the project and yet another reader (this one from the USA) was very complimentary about the magazine and the club.

The October issue contained the notice of the Annual General Meeting, which it was hoped could be held at the clubrooms at Caversham. Unfortunately that was not to be and the November issue redirected members to the Light Car Club clubrooms in Bayswater. Other stories in the October issue included a report on the York Motor Show with photographs, words and pictures by Mark Duder. Graeme Cocks contributed



Jim Maslin's Lancer in Shell Corner in 1964. The proposed site for the new clubrooms is directly behind the Lancer

the story of racing at Dowerin's Koombekine Lake, which was very successful in 1929 but didn't happen again as the Great Depression hit Dowerin in 1930. Regular contributor Bill Buys provided the story of the Czech Aero Minors at Le Mans in 1949, *Vintage Motorsport* magazine editor D Randy Riggs contributed a flashback story that named the Porsche Boxster as a future classic back in 2005 and our own editor, Bob Campbell, told the story of the 1982 York Flying 50. In 1982 the Flying 50 was still being run by the WA Sporting Car Club and Bob was Clerk of Course.

The November issue contained the news that we had lost Don Hall, a founder member and Life Member of the VSCC of

WA. Editor Bob Campbell assembled a tribute to this long-serving and enthusiastic member of our club.

Other articles included the news that Dad's Army had a new ride-on mower and a heavy-duty rotary mower available to help in controlling the grass and weeds in the clubrooms compound. A group gathered mainly from the Groups JKL competitors and led by Graeme Cocks and Hugh Fryer cruised the south coast of WA looking for a suitable venue for beach racing, to be known as the Grand Ol' Beach Bangers Run (GOBBR). A great site for such events was found at Blossoms Beach on Bremer Bay. In the meantime, Kevin Dorn was preparing a track on his property at Moore River to test the viability of the site for trialling, a type of competition favoured by the original VSCC in the UK. On a more serious note, Rob Ozanne wrote a letter to the editor putting the case for building new clubrooms at the York Street site in Caversham in the lead-up to the members' vote on the subject at the AGM.



Hugh Fryer charges along Blossoms Beach in his Austin Seven Special

The November issue also contained the news that Graeme Cocks's book, *Claude Deane, Western Australia's Motor Dealer Extraordinaire*, was presented with a High Commendation by the Royal WA Historical Society's A E Williams/Lee Steere 2020 Publications Prize committee. It was also short listed by the Royal Automobile Club Motoring Book of the Year Awards in the UK.

The December issue of *Vintage Metal* rounded out the year with delayed coverage of the Collie Coalfields 500, the minutes of the AGM and the November general meeting, the provisional 2021 club calendar and the news that past president Ross Oxwell had been made a Life Member of the VSCC of WA. More important to the future of the club was the news that the members' vote had confirmed that we are to go ahead with the Caversham clubrooms project on the York Street site.

Other stories covered a tuning day for pre-war cars at Collie, the John Alford Cooper Mini that raced at Caversham and Noel Aldous's Milano bodied MG at Caversham. Dad's Army news reported that the new mowers were being used to clean up the clubrooms compound to reduce the fire hazard, repairs to the recovered trailer were nearing completion and progress was being made on the Singer project car. The Annual Dinner and Trophy Presentation was announced and was to take place at Burswood on Swan. Photographs from that event appear with the very short minutes of the abbreviated December general meeting on pages 4 and 5 above.

So that was 2020, a year that was severely affected by the COVID-19 pandemic. Both Northam and Albany were cancelled, but the VSCC was back in action with October's Coalfields 500 and the Vintage Stampede and Jack's Hill hillclimb at the beginning of December. The clubrooms were unusable for most of the year between collapsing ceilings and asbestos in the roof. A series of break-ins resulted in much damage to the premises, culminating in the loss of power and water supply at the end of the year.

We look forward to a much better 2021, with the possibility of the coronavirus being brought under control and all of our state borders being reopened. The struggle to keep the clubrooms viable has, inevitably, resulted in the decision to abandon the current premises with all of the club's memorabilia and valuables moved into secure storage elsewhere and club meetings to be held at the Light Car Club clubrooms in Bayswater for the foreseeable future.



2021 CLASSIC CAR SHOW



ASCOT RACECOURSE SUNDAY 18 APRIL

**ADULTS \$10, AGES 16 & UNDER FREE!
10AM - 3PM • FREE PARKING**

PROUDLY POLISHED, FUELED AND ROLLED OUT BY:



F1 70 AND OTHER MYTHS

BY H. DON CAPPS

H Don Capps is President of the Society of Automotive Historians and a friend of the VSCC of WA.

Not for the first time, the FIA, *Fédération Internationale de l'Automobile*, seems to be a bit confused about its own history. It informs us one and all that Formula 1 and the Formula 1 World Championship both celebrated their 70th anniversaries in 2020. Well, I am going to suggest that this is not the case. A bit of historical context might be in order to help you follow along...



The editor posing in the late Peter Giddings' Lago Talbot, one of the 4½-litre cars around which the original Formula 1 was built in 1946.

In 1946, in the immediate wake of World War II, the *Association Internationale des Automobile Clubs Reconnus* (AIACR), founded during the summer of 1904, for various reasons decided to change its name to the *Fédération Internationale de l'Automobile*. The sporting arm of the AIACR, the *Commission Sportive Internationale* (CSI), established in 1922, continued under the FIA. The CSI was then later replaced in 1978 by the *Fédération Internationale du Sport Automobile* (FISA) whose role was later absorbed into the FIA as the World Motor Sport Council (WMSC) in 1993. The WMSC is the group within the FIA concerned with the various operations regarding sanctioning of the various FIA championships, which the CSI and then the FISA had – more or less – done in the past. We will come back to the FISA in a few moments.

The CSI was formed primarily to create the *Code Sportif International*, the first draft edition of which appeared in 1925, and after the usual discussion (and

bickering) accepted by the AIACR general assembly in October 1925, taking effect on 1 January 1926. Coincidentally, in 1922 the first iteration of the *Formule Internationale*, the International Formula, by the AIACR (and supposedly the CSI) appeared. Prior to this, it was the *Automobile Club de France* and the decision of its sporting committee that basically determined the technical and sporting regulations for those competing in its Grand Prix – the *Grand Prix de l'Automobile Club de France*, or THE Grand Prix – that set the parameters for those competing in major European events following the demise of the *Coupe Internationale* (or Gordon Bennett) races in 1905.

In 1921, the ACF adopted the 'formula' created by the Contest Board of the American Automobile Association (AAA) in 1920 for its Grand Prix, which, ironically, was won by an American car, the Duesenberg of Jimmy Murphy. Beginning with the 1922 *Formule Internationale*, until the beginning of the European war, there were several changes to the formula beginning with the 1926 season, culminating in the one taking effect in 1938. With the exception of the 1930 to 1937 seasons, the Contest Board of the AAA also adopted the *Formule Internationale* for its national championship. Unlike Europe, which was in obvious disarray in 1946, American motor racing resumed almost where it left off in 1941, the 500-mile Memorial Day race at the Indianapolis Motor Speedway and several of its National Championship events still being held to the *Formule Internationale*. There is this interesting tidbit of information to ponder as well: At its annual meeting in late 1946, the Contest Board of the AAA voted to once again hold its National Championship events under the International Formula, now known as International Racing Formula 1 (*Formule Course Internationale No. 1*) or Formula A, beginning with the 1948 season. To do so, this meant that the stipulations for the new Formula 1 (or A) had to have been known to the Contest Board.

It is at this point that the story becomes something of the sort of mess that motor sport often tends to be. Much like Dirty Harry asking, 'Did he fire six shots or only five?' is enquiring whether *Formule Internationale No.1* came into being in 1946, 1947 or 1948, which seems to be something of an odd question in retrospect. That there no end of supporters for each year is in and of itself fascinating. Why, one would think, is this even a question being asked? Surely, of all people, the FIA would know its own history and state the year and that would be that. Correct?

Guess again, of course.



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Email: john.lambie@westnet.com.au



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COLLECTOR SEEKING MODEL AERO ENGINES 30S – 60S TYPES

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Contact Mark (VSCCWA librarian) on 0432 910 742



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Jack Del Borrello

Mobile: 0411 877 517

Make an offer \$

Richard Baird's Hudson Terraplane Special leads Gary West's Dodge Special and John Davies' MG TC Monoposto through Brownes Chill Fastbrake Corner



JKANDL SQUARE RIGGERS UPDATE

ONLY THREE JKL CARS AT STAMPEDE

Thierry Michot is standing in for Heza Henry this month. He attended the Vintage Stampede back in November and took a few photographs of the JKL cars that were competing.

These are a few photographs I took at the Stampede. There were only three JKL cars competing and none of them competed in the hillclimb.



Davies, West and Baird on the dummy grid



Thierry Michot

Richard Baird's Hudson Terraplane Special has an amazing exhaust system



Richard Baird's Hudson Terraplane Special chases John Davies' MG TC Monoposto



John Davies' MG leads Ricky Virago's almost four decades younger Ralt RT-5



John Davies and Richard Baird in the paddock with their cars

MEMBER PROFILE: MARK JONES



Mark has the nosecone of his Caterham autographed by Sir Jack Brabham

Disclaimer: this profile is not considered to be particularly interesting by the author, but is intended to get the ball rolling in having a member profile featured in each month of the Vintage Metal. Read at your own risk! [Not much of a risk. I enjoyed it. Editor]

I've always had an interest in cars and as a teenager wanted to be a mechanic. Fortunately, my mother wouldn't allow it and I became a teacher; a profession I enjoyed for 44 years. Cars and the associated mechanicking became my hobby and a contrasting hands-on activity away from teaching and the only way of affording to keep older family cars on the road. My father had several Beetles, and so, following his footsteps, I've always had a VW of one kind or another (5 Beetles, 2 Karmann Ghias, 2 'Splittie' Kombis, and 2 beach buggies) since I was 17. I currently run a '79 2-litre Kombi Camper that we've owned for 20 years. Apart from being a great work vehicle, we still use it for camping – recently we've COVID camped at the back of Southern Cross and checked out the minimal wildflowers and abundant flies out the back of Paynes Find. My wife is an enthusiast of the less travelled gravel road which the Kombi handles well. It thinks it's a four wheel drive; which has surprised people over the years when they discover us in unexpected isolated spots. A couple of years ago it dropped a valve near Kellerberrin, so I had the 200,000km motor rebuilt by Peter Arnoldi, a retired Volkswagen specialist and good Friday drinking mate. After chasing up parts from Australia, the UK, USA and China we ended up, apart from everything else, putting in a mild torque cam, a different set of extractors and Chinese copy twin Weber carbies, so the old girl now has tested 90 hp on fellow member Steve Boyle's United Fuel Injection dyno, instead of the original 72 – a 25% increase – you really feel the difference, especially needed when passing a road train!

As I neared retirement, I had enough of awkwardly clambering under cars and decided I needed a hoist, which naturally led to the need for a much larger garage! I've had several conversations over the years with retired builder and VSCCWA Vice President Paul Wilkins about building such a thing. A 'larger garage' translated into 109 sq m ground floor garage with an upstairs 50 sq m studio with Juliet balcony to keep the wife happy, complete with a full kitchen, toilet and shower. Paul and his tradesmen did an excellent job with a final project of which I am very proud – my dream garage! I can fit 5 cars, 2 'bikes, storage, lots of memorabilia and about 8 metres of bench space.

Going back 20 years, I paid \$10k for my first sporting car – a 1963 Triumph TR4 with a 'Surrey top' – important because Sarah informed me she wasn't going to drive in an open topped car. The TR4 keyring had an enamel motif showing the York 'Round the Houses', which led to the ambition of driving the car in similar round the houses events and so then naturally began my association with the VSCCWA from 2004. The TR4 has for me been a brilliant car for the VSCCWA events and has amazed me with the punishment it has taken over the years without 'failing to proceed' – although the occasional downhill rolling start has been useful! I'm one of those hardy fools who always drives the car to the event, competes and expects to get home. For Albany, that ends up being about

1000km of driving over a long weekend in a now 57 year old car. I've got away with it now for at least 12 years.

If possible, I think it's important to know something of the history of my cars' former lives. Owning an older car means you are driving history!

Another car in my small fleet is a 1962 Land Rover 4 door Station Wagon — reputed to be the first LR wagon sold in Perth. I bought it from Barry Markham, son of the well known Percy Markham with his famous car collection that was donated to the state and later controversially mostly sold off. Barry, who only lives 3 streets away, had owned the Landy for years and was using it for firewood collecting duties on his property which has his hangared Tiger Moth. Barry famously flew the Moth to England in 1998 (<https://www.youtube.com/watch?v=ziJACnLCacM>) and wrote a book "Solo to England: the first Tiger Moth to fly from Australia to England" of his exploits over the 35 flying days. Barry's brother John was my Sunday School teacher when I was an 11 year old- the same time as father Percy was accumulating his cars in his vintage car museum situated at what is now part of the Herdsman's Growers



John Markham at the wheel of the Nazzaro (Bob Campbell photograph)

Market. I visited the museum several times, blown away by the history of the collection and the amazing idea of owning so many cars. I was fortunate to be taken for a drive in the collection's famous 1913 Nazzaro Tipo 2, one of 3 surviving Nazzaro cars, and presumed to one of the works Targa Florio cars driven by Felice Nazzaro. The Land Rover is in reasonable condition (and for sale!) and a reminder of how far modern 4x4 SUVs have progressed. Excellent fun!

Terry Le May was one such; with his vast knowledge of racing Minis and of the LeMay race team that he ran. I was very fortunate that he agreed to rebuild the motor and gearbox; once we sourced a better genuine 'S' block from VSCCWA member Denny Cunnold and a correct 'S' gearbox from Andrew Murray — another member! Terry was extremely detailed in his examination and rectification of both units, which has resulted in a car which looks very average but performs very well. A 2-hour hoon session in July at the airport race track let me explore its capabilities — although full steering lock, full throttle cornering did make one of the CV joints get a little tired! Recently another member, Bruce Jones, as part of his garage clean-up, offered me a complete Mini interior which has further spruced up and made the car more comfortable.

Making my annual February visit to the February Northam auto jumble I came across a bloke selling glassware, but had a notice board with a strip of tear off



Mark and his Triumph TR4 at the 2020 Vintage Stampede (Mark Duder photograph)

Sarah is my dedicated 'Chief Research Officer' and is responsible for bringing most of our cars to my attention. She found our 1967 Mini Cooper S — a well patinated, but rust free car with a poor mid blue paint job. I was intrigued, having never owned or driven a front wheel drive car. Once purchased, many of its faults and bodes were realised, which soon required a rebuilt motor and gear box. One of the huge benefits of being a member of the VSCCWA is the people you meet and the friendships you establish. I am quite often amazed when you discover people's background experiences, abilities and motorsport histories. The recently deceased

Mark and the Mini at Dad's Army when the Model A Restorers Club visited (Bob Campbell photograph)



Mark and the Mini at Dad's Army when the Model A Restorers Club visited (Bob Campbell photograph)

contact details for the sale of his Porsche 912. It wasn't until Sarah asked a couple of weeks later when I was going to do something about it, that I made contact with the owner of a SWB '68 Porsche 912 — the early 911 with the previous model's 1600cc 356 engine. It had been in a shed for nearly 10 years, had 2 mouse nests and a mountain of chewed floor mats, suspect wiring and an engine that ran poorly. The owner had bought it in California, had it expertly converted to right hand steering and a windows out repaint. 10 years of dust and bird droppings made it look like a car that only a mother could love. The motor, suspension and brakes rebuilt, more modern Porsche seats from now deceased VSCCWA member Graham Lloyd, and the paint carefully machined and another \$20K turned it into a lovely car that any a VW owner would dream about.

Another 'barn find' car that Sarah found on Gumtree was a 1974 Alfa Spider that had been sitting under a veranda for the previous 5 years. By the time I got to see it, it had been bought by someone in the eastern states who was stockpiling Alfas from around Australia. An offer of another \$50 changed to deal to me! While I was inspecting the



Mark's Alfa Spyder at Dad's Army on October 13
(Bob Campbell photograph)

car, my fellow accomplice, Andrew Murray, currently the Alfa club President, surprised me by saying that he was sure that he'd previously owned the car, having brought it in from the US in 1989 and later sold to his sister who converted it to RHD and had it restored with a rebuilt motor in 1997 that appears to have only done 10,000 miles since. A file was presented to me that included Andrew's purchase and imports details from 19 years earlier! An 18 months' rejuvenation also revealed that the problem causing it to be off the road was likely the (non) operation of the infamous Alfa Romeo Spica fuel injection system. After a lot of online research and many questions, I managed to get the system functioning properly and from then the engine has run beautifully. With a repainted bonnet and boot, the replacement of various bearings, fittings, steering bits, eventually making sense of Italian electrics and a lot of elbow grease, the car

is now very presentable and drives well apart from a slow synchro on second gear. You can be lucky!

My final history lesson is of a car that I no longer own, but like many, wish now that I had kept it! Over a couple years while the Australian dollar was worth more, and before the asbestos issue was enforced, I imported four Caterham Super 7s from the UK. I love their design simplicity and dedication to purpose, but unfortunately never really easily fitted them and with nowhere to put your clutch foot. The best was a 1985 version with a 1600cc BDA Ford Cosworth motor that was an exciting ride and capable of 5.5 second 0-100kmph sprints — very impressive in 1985! I used it for one Mt Ommaney hill climb and the Northam 'Round the Houses and was very impressed at the performance difference between it and my faithful TR4. I bought it off eBay from a fellow who worked for a Bill Grose who owned several Vauxhall, Ford, Datsun and Volkswagen dealerships. Grose Holdings was established in 1888 by Joseph Grose. Before motor cars it was a cycle agency in Northampton. In 1892 Grose invented and patented a new adjustable chain and chain wheel cover and lubricator for bicycles, having identified a problem with women getting their long skirts tangled up in the driving chain. In the 1930s the Grose empire was going from strength to strength with its own coachworks for vehicle chassis of many different manufacturers including Rolls Royce.

After WW2 Bill Grose started racing his self-designed 500cc race car and by the early 1950s was running against the young Stirling Moss. Stirling was getting 1st or 2nd places, Bill was getting 10th and 11th places. Bill's race car later used to hang on a wall at one of the dealerships. Also parked in one corner was my 1985 Caterham. Bill was a friend of Keith Duckworth — who with Mike Costin was 'Cosworth'. Keith Duckworth had a BDA motor built for Bill, using a 'naked' block that had no serial number; which caused some consternation when I went to license the car in W.A. The Caterham was basically unused (3000 miles in 30 years on the clock when I got it). It would get a new battery every year to drive it to the annual MOT and then get parked again for the next year. When Bill Grose died his son sold all the dealerships; so my vendor was able to buy the Caterham. The son bought then a large yacht and moved to Monaco!

In summary, my profile records some histories of my cars, but most importantly the importance of the friendships and networks you build through belonging to the VSCCWA — invaluable and very rewarding. Please support your club as we enter the next phase of the VSCCWA's history. We need each other!



Mark's Land Rover (Mark Jones photo)

Mark Jones

2020 VINTAGE STAMPEDE & JACK'S HILLCLIMB



The 1-minute board is shown to Peter Hall, Datsun 260Z, and David Moir Triumph TR7 V8

This photo gallery is of members' photographs taken at the 2020 Vintage Stampede and the hillclimb up Jack's Hill, both held on December 5, 2020.

The first six shots are from Tim Falconer's in car camera and give a driver's eye view of various parts of the Barbagallo Raceway, including the start-finish line in the heading photograph. Tim competes enthusiastically in his 1977 Datsun SSS Coupé.



One minute later and Peter Hall's Datsun squirts away from David Moir's TR7 V8.



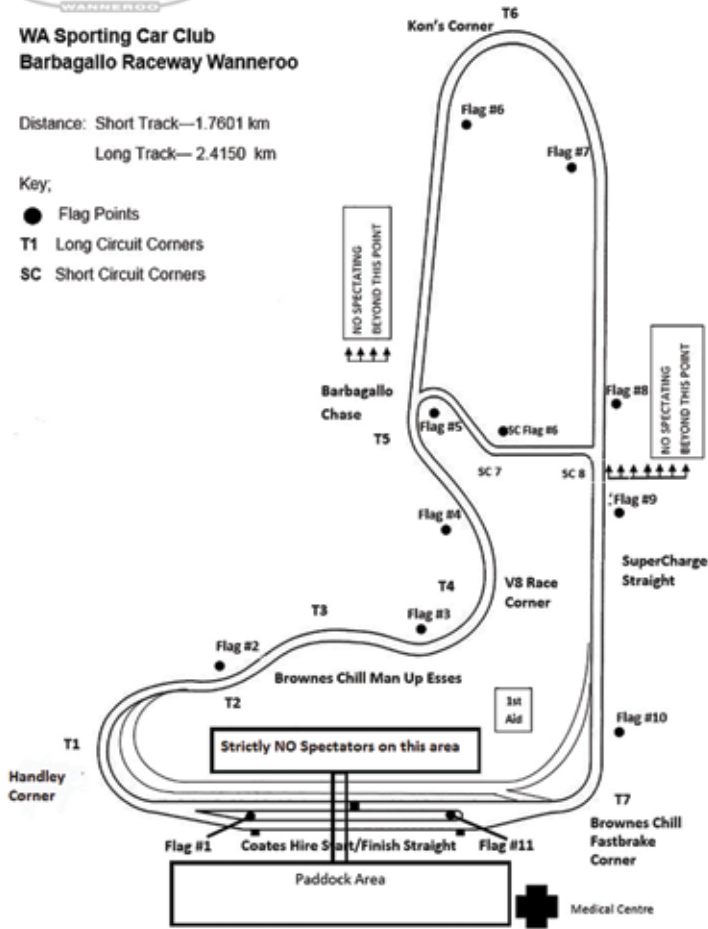
Michael Broughton's Porsche 356SC keeps close company with Steve Boyle's Fiat 125T.



Anti-clockwise from above: Diving into Kon's Corner, Peter Fry's MGB chases Russell Benn's Triumph Herald and a trio of MGBs; Exiting Kon's Corner, Benn chases Len Kidd, Brent Johnson and Dennis Fair, all MGB mounted; Johnson pursues Fair down SuperCharge Straight. The distant right turn takes cars into the start-finish straight.

Distance: Short Track—1.7601 km
Long Track—2.4150 km

Key:
● Flag Points
T1 Long Circuit Corners
SC Short Circuit Corners



Next is a series of shots provided by Mark Ainscough of his Birkin Clubman 7, which tell a story of how much work went into this entry.

Below: The Birkin a few weeks before the event



Clockwise from below: Mark with trophy and pit crew; The Birkin leads Ricky Virago's Ralt RT-5 and David Dearden's Bowen FVee through the Brownes Chill Man Up Esses; Birkin looking lonely through V8 Race Corner; The Birkin leads Deardens' FVee and the JKL cars through Barbagallo Chase.



Next we have photographs from Jack's Hill and from the Stampede taken by Sarah Fry.

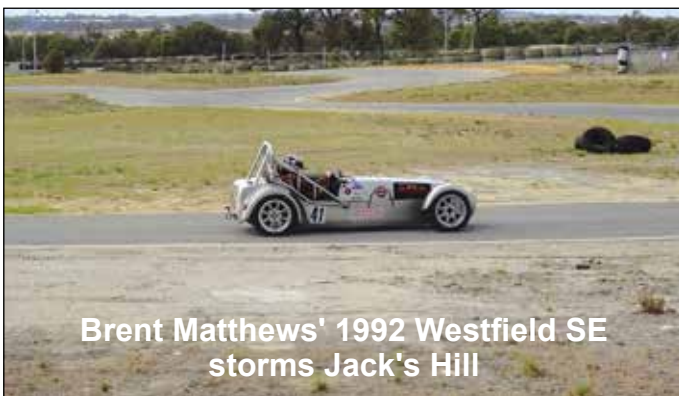
This page, clockwise from right: Part of the field awaits its turn at the foot of Jack's Hill; Peter Fry's 1964 MGB and Brent Matthews' 1992 Westfield SE wait their turn on the hill; Regularity Group 4 charges through Brownes Chill Fastbrake Corner into the Start-Finish Straight; Irad Dickerson heads for the Start-Finish Line in his 1980 Porsche 924T, closely followed by Dennis Fair and, further back, Brent Johnson, both in MGBs; Dennis Fair (1968 MGB) in solitary majesty approaching the Finish Line; Chris Malone (1971 Mk 1 Escort) leads Brian Francis (1964 Holden EH), Frank Viscovich (1971 BMW 2002) and Ian Brown (1963 Mk 1 Cortina); Michael McGrath pushes his 1967 Triumph Spitfire up the hill





Clockwise from top left: Irad Dickerson (1980 Porsche 924T) leads Benny Sadique (1977 Fiat 131), Dennis Fair (1968 MGB) and the rest into the Start-Finish Straight; Tim Falconer (1977 Datsun SSS Coupé), Peter Fry (1964 MGB) and Jason Tippett (1976 Nissan Datsun 260Z) enter the Start-Finish Straight; Brent Johnson, Benny Sadique, Mark Jones (1963 TR4), Peter Pelham (1969 Alfa Romeo GTV) and Michael Broughton (Porsche 356SC) head up through V8 Race Corner; Tony Fowler (1958 TR3) chases Peter Fry through V8 Race Corner.

Mark Duder is very good at taking photographs for *Vintage Metal*, but not when he is a trainee flag marshal! I have used four of his hillclimb shots.



Brent Matthews' 1992 Westfield SE storms Jack's Hill



Jason Tippett heads up the hill in his 1976 Datsun 260Z



Len Kidd, MGB mounted in place of the familiar Porsche 911 on Jack's Hill



Michael Broughton in his smart little Porsche 356SC



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