

November 2021

Issue No. 359



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

VINTAGE METAL

www.vscywa.com.au

COLLIE COALFIELDS 500

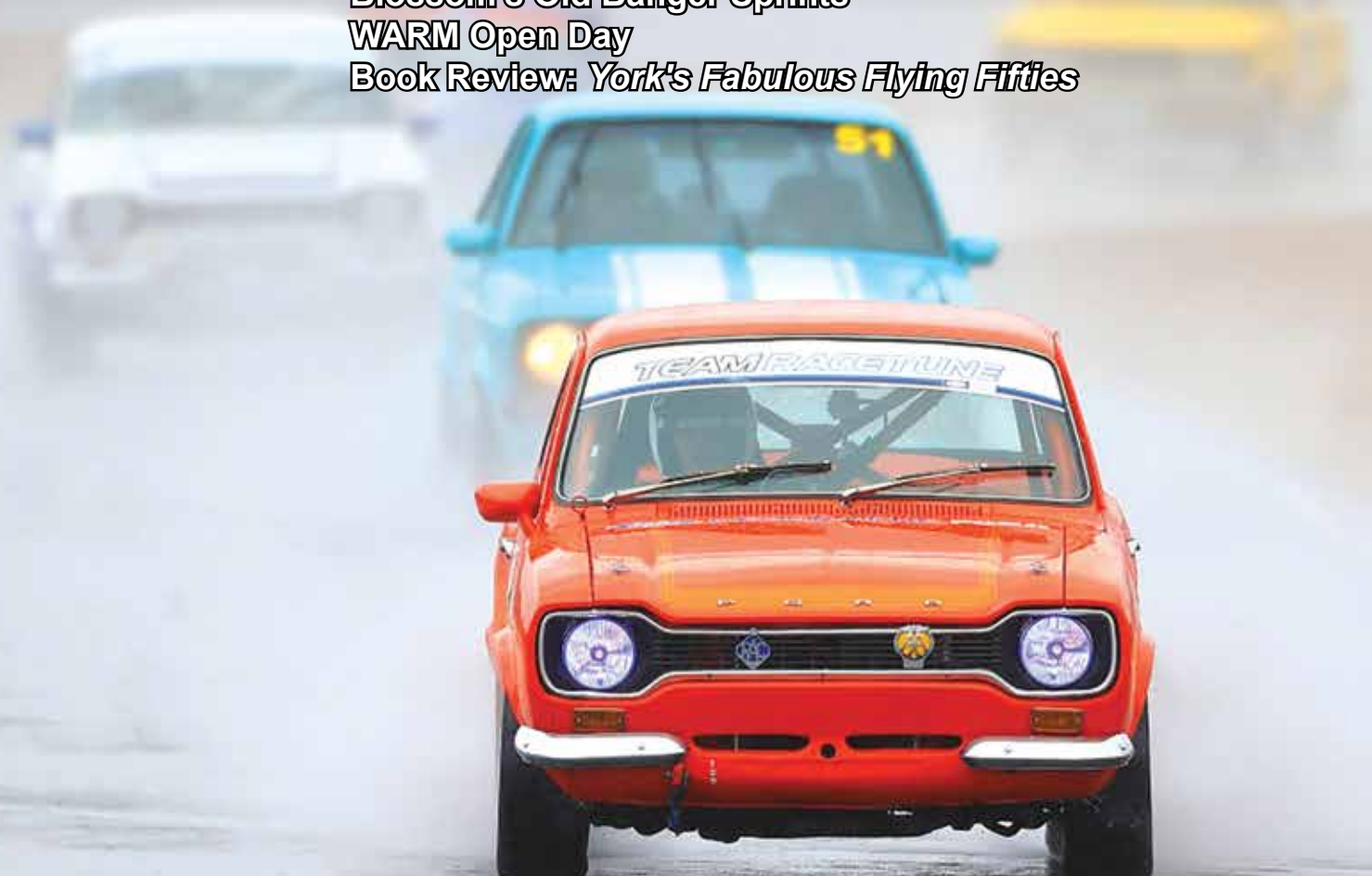
PLUS

Targa West 2021

Blossom's Old Banger Sprints

WARM Open Day

Book Review: *York's Fabulous Flying Fifties*



VSCC OF WA 2021 ANNUAL GENERAL MEETING

&

November General Meeting – Monday November 1

VSCCWA Caversham clubrooms

6.30 for 7.00 pm

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COVER: The Historic Touring Cars Under 3000 cc splashing through the rain at Collie on Saturday October 2. Graeme Howie photograph. For copies of this or many other excellent photographs of VSCC events, go to www.sportpixx.com.au and follow the prompts.

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



Annual General Meeting

Our annual general meeting is on Monday 1 November as part of our monthly meeting at Caversham at 6:30 for 7:00pm. The business involves presentation of my report for the past year, our Treasurer's report on the financial year and the election of the Management Committee for 2022. Please come along to take part in the discussion and voting and enjoy some supper afterwards.

Collie

A few weeks ago, we had a very successful race and regularity meeting which was the Collie Coalfields 500. We had 117 cars taking part and while the weather on Saturday produced an occasionally slippery track, Sunday provided perfect weather for competition. The Sunday drew quite a few of the Collie locals to the circuit for spectating and admiring the cars in the pits.

The JKL boys added to the healthy fields and the Historic Touring Car Club put on a great spectacle of racing, particularly their Trevor Roy Young memorial race.

My thanks to:

- Brad Peters and his organising team,
- our scrutiny team,
- our flaggies and other officials, and
- our sponsors, Race and Restoration Engineering.

Vintage Stampede

Our attention now turns to our final event for the year – the Vintage Stampede on 4/5 December at Wanneroo Raceway. This will comprise a hillclimb at Jacks Hill on the Saturday and regularity on the main circuit on the Sunday.

Entries will be open shortly so keep an eye on our website for Supplementary Regulations, entry forms and scrutiny documents. As with Collie, all cars must be presented for scrutiny unless they are log-booked under the targeted scrutiny scheme. Scrutiny will be at Caversham about a week beforehand.

Northam

The Northam Motor Sport Festival kicks off our 2022 competition calendar on 9/10 April. We are now putting together an organising team for this event and we very much need your help to get this great event off the ground. We need a few more volunteers to help in the months leading up to the event so if you're able to assist, please speak to me or Mark Duder.

Annual Dinner

Our annual dinner on Monday 13 December will round off another successful club year. This will be in place of our normal December monthly meeting and we have been able again to secure the excellent venue of Burswood on Swan for this function.

This is always a great evening for catching up with friends and their partners over a good meal and drink and for the presentation of trophies. Details will be circulated to members in a few weeks.

Glenn Swarbrick

VSCC of WA Annual General Meeting

Monday November 1

VSCC Caversham Clubrooms

6.30 pm for 7.00 pm

Incorporates November General Meeting

VSCC OF WA CALENDAR 2021

November

- 1 General Meeting and AGM
- 6 Dad's Army
- 9 Management Committee
- 15 Competition Group
- 21 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley, \$10 per car, 8.30 to 10.30 am
- 23 Dad's Army
- 28 Celebration of the Motorcar
- 30 Dad's Army

December

- 4 Hillclimb, Jack's Hill Club Hillclimb Championship Rd 3
- 5 Vintage Stampede, Barbagallo Raceway Club Regularity Championship Rd 4
- 11 Dad's Army
- 13 Annual Dinner, Awards Night and General Meeting
- 15 Management Committee
- 21 Dad's Army
- 21 Competition Group

VSCC of WA Annual General Meeting **Monday November 1** **VSCC Caversham Clubrooms** **6.30 pm for 7.00 pm** **Incorporates November General Meeting**

DISCLAIMER: The Vintage Sports Car Club of WA (Inc.) accepts no responsibility for any problems resulting from any products, services or procedures advertised or written about in this journal. Advertisers or their representatives, outlets or agents must ensure at all times that products and/or services represented are suitable for the advertised purpose and intended use. Opinions or comments from contributors and members do not necessarily reflect those of the Club, its committee, its membership as a whole, or the Editor.

NOTE! DEADLINE FOR ARTICLES FOR THE NOVEMBER 2021 ISSUE IS OCTOBER 15, 2021
ADVERTISING DEADLINE OCTOBER 11, 2021.

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

Minutes of General Meeting

held at the VSCCWA Club rooms, off Harrow Street, Dayton, Monday 4 October 2021

1. **Meeting opened:** 7:25 pm, Glenn Swarbrick presiding, 30 members present.

2. **Apologies:** Steve Gilmour, Chad Raven.

3. **New Members and Guests:**

4. **Adoption of minutes:**

Moved: Paul Wilkins

Seconded: David Moir, that the minutes of the September meeting be accepted.

Carried

5. **Business arising:** nil

6. **Treasurer's Report:** Sheryl Swarbrick reported the current balances. Account balances and cash amounts can be obtained by members from Sheryl.

Moved: Max Gamble

Seconded: David Moir, that the Treasurer's report be accepted.

Carried

7. **Secretary's report:** Details of correspondence in and out may be obtained by members from David Moir

Moved: David Moir

Seconded: Ed Farrar, that the Secretary's report be accepted.

Carried

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

- a. Collie Coalfields 500 was run very successfully last weekend with 117 entries; thanks to Brad Peters and his organising team, the scrutiny team and sponsors Race and Restoration Engineering.
- b. Vintage Stampede (4/5 December)
 - i. More volunteers are needed to help run the event.
 - ii. The JKL group has requested use of the short circuit.
- c. Northam Motorsport Festival (9/10 April) – we need an organising team.
- d. Albany Classic – we will meet with the Albany club representatives shortly.
- e. Presentation Dinner to be held at Burswood on Swan on Monday 13 December.
- f. Neil McCrudden is having an open day at the WA Racing Museum on Sunday 10 October from 10am to 4pm.
- g. Nominations for the Management Committee for 2022 must be handed to the Secretary tonight.

9. **State of Play Reports:**

- a. **Competition:** (as per President's Report)
- b. **Dad's Army:** Graeme Whitehead reported that:
 - i. They have dismantled a patio for the new shed at Whiteman Park
 - ii. Restoration work on the Standard Special has begun with the engine and the chassis.
 - iii. A welder and sand blaster have been donated.
 - iv. The Classic Speedway Group is to visit in November.
- c. **Library:** Mark Jones thanked Kevin Taylor for the donation of a lap-top to manage loans
- d. **Social:** Michael Broughton reported that:
 - i. 6 club cars were on display at the Celebration of Motorsport at Langley Park on 19 September.
 - ii. Graeme Cocks launched his book on the York Flying Fifty at the York Motor Show on 19 September.
- e. **Regalia:** Chad Raven sold \$140 worth of regalia at Collie.
- f. **Whiteman Park:** Ross Oxxwell reported that:
 - i. The site has been surveyed at 6,500m².
 - ii. A lease is being negotiated with Whiteman Park for a "peppercorn rent" of \$500 pa for 10 years + 10.
 - iii. When the lease is signed, it will be registered with Landgate.
 - iv. A Development Application will be submitted to the City of Swan.
 - v. Power and water need to be arranged for connection to the site.
 - vi. Moved Ross Oxxwell, seconded Max Gamble that the membership endorses the Whiteman Park Sub-committee to further consider establishment of a VSCC clubhouse at Whiteman Park.

Carried

10. **General Business:**

a. **Caversham**

- i. David Moir reported on a recent meeting with Peet Ltd and Creating Communities regarding the club's use of the current clubrooms where it was agreed that:
 - a. Peet Ltd will allow continued use until 2024 at least.
 - b. They will not kick us out and would give at least 6 months' notice of the end of lease.
 - c. The land owner is now Development WA (transferred from Dept of Communities).
- ii. The possibility of running an open day for new residents in conjunction with Creating Communities was discussed.
- iii. The VSCC will provide Peet Ltd with a list of drivers and car names from the Caversham Circuit for consideration as street names for an adjacent suburb by early 2022.

11. Guest speaker: Alex Forrest spoke on his experiences as writer of the *Idle Torque* column in *The West Australian* for more than 21 years and the launch of his new book of the same title.

12. Next Meeting: Monday, 1 November to include Annual General Meeting.

13. Meeting Closed: 8:50 pm.



Above left: Alex Forrest (left) and Lou from Boffins Bookshop had signed copies of Alex's book available for sale before and after the October General Meeting.

Above right: VSCC President Glenn Swarbrick presents Alex with a VSCC cap and stubby holder as mementos of his visit to the club.



FOR SALE

1968 MGB — not registered.

CAMS Log Book, Cams Approved Roll Cage, Fuel Cell, 93.3 HP at the rear wheels on Green's dyno. LSD. Little use since the following have been reconditioned or replaced. Brake Booster, Calipers, Brake Pads, Rear Wheel Cylinders, Master & Slave Cylinders, Clutch Master Cylinder, Tie Rod Ends, Tyres . Comes with Tandem Break Back Trailer (Disc Brakes) and Winch in excellent condition.

\$26,000 incl. Trailer.

**Separately Car \$20,000 and
Trailer \$6,000.**

Contact Dennis Fair on 0419 944 427.



EDITOR'S RAMBLINGS



Russ Lake dies at 85

Russ Lake, a well-known and prominent Wisconsin-based racing photographer, died on Friday September 17th at the age of 85.

Perhaps Russ Lake's most well-known photo is at left, taken in Aug. 1965, A.J. Foyt starting his Sheraton-Thompson Meskowski/Offy — an upright dirt car — on the pole at Milwaukee against a field of low-slung, rear-engine cars. Russ Lake photo courtesy of Steve Zautke and borrowed from the *Vintage Motorsport* web site, vintagemotorsport.com.



While A.J. didn't achieve the dream result of winning the race, he did finish second behind Gordon Johncock in the Gerhardt-Offy and ahead of all the other modern rear-engined models. He was supposed to race his Lotus at Milwaukee in the Tony Bettenhausen 200, but in his words:

“When my crew warmed up the oil to start the motor on the Lotus, it blew out the tank, and they couldn't fix it in time. I had gone there anyway from Springfield (Ill.) and was waiting for them. When they didn't show up, I called and found out what happened. So I unloaded my dirt car, which I had won Springfield with the day before, and figured I'd at least try to make the race. I had nobody there to help me but (car builder) Steve Stapp.

“They gave me two laps of practice because I had to mount tires and all. And Stapp said, ‘You're a second faster than the field!’ and I said, ‘You don't even know how to read a stopwatch.’ Then I went out and qualified and set on the pole. I couldn't believe it. Lining up, I felt like I was in a Greyhound bus against a bunch of sports cars. Normally you didn't make pit stops in the dirt-track races because you carried enough fuel for 100 miles, but I had to pit since this was a 200-mile race, and he had to change my right rear tire. It took more time. With the dirt car, you had dump cans like those used with a stock car, and with the rear-engine cars you plugged in. I finished second. It's one of the highlights of my career.”

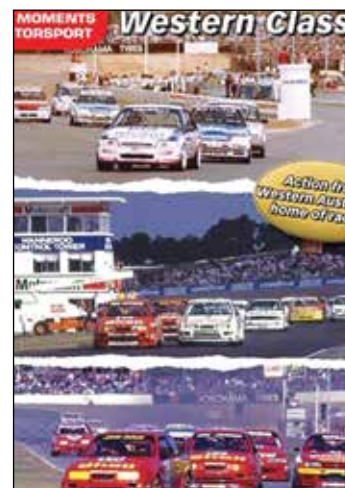
Bobby Unser also drove an upright car in that race, but he started from row 10, the next upright car behind Foyt. Stapp recalled later that all the way home Super Tex was most upset that he hadn't managed to win the race.

Wanneroo Touring Cars DVD

I received an email from The Pitstop Bookshop with the latest releases and included was a DVD called Wanneroo's Western Classics. I couldn't access Pitstop's web site, but I did Google the DVD and discovered that the best price of \$26.98 was from JB Hi-Fi. The description given was:

Wanneroo Park holds a special place in Western Australian motorsport history and on this release we take a look back at three classic rounds of the Australian Touring Car Championship held at the venue ‘in the west’. The three rounds on this DVD release come from the Group A era of the championship featuring a wide range of manufacturers and models of car. The first is the 1986 ‘Motorcraft 100’, Round 5. The second round on this release is the 1988 Wanneroo event, Round 4 of that year's championship. And to finish with, we've also got Round 8 of the 1992 ATCC from the last year of the Group A regulations in Australia. It's Nissan's GT-R up against the Sierras, BMWs and V8 Commodores with two heats of racing.

If you're looking for a DVD of touring car racing when the cars were still loosely based on production cars, this one could be for you.



Thank you for the Photos and Stories

I must thank the VSCC members and friends who have supplied words and pictures for this issue. Paul Bartlett supplied both words and pictures describing Targa West in which he managed first outright in the Targa 165 Classic category. Mark Duder and Michael Broughton also supplied photos of the Targa West stage and display at Langley Park. Thierry Michot sent a package of photographs from the Coalfields 500, Paul Bartlett supplied photographs of the trophy winners and Graeme Howie of Sport Pixx Sport Photography supplied his usual excellent photographs from Collie. Mark Duder, Ron Fabry and Michael Broughton sent in photographs from the Open Day at WARM and Paul Blank sent in photos to go with his article in VSCC News.

Austin Healey Club President Bill Richards sent a number of photographs from the old days at Caversham and Mark Duder supplied a couple of shots from the 1968 Caversham Six Hours Le Mans race. I shall use those to continue our series of Caversham photographs that I ask members to identify.

Bob Campbell

DAD'S ARMY NEWS



Project cars



Wally Phoebe and Kevin Dorn (obscured) work on installing the drive shaft in the Singer.

With two projects going simultaneously, it can be hard to keep track. The Singer is proceeding steadily, with engine, gearbox and back axle all installed and ready to go. The body needs some work. It would be nice to have seats, for example. Controls, brakes and other assorted necessities are on the way, with Kevin supervising the assembly.

The Standard chassis is mounted on the rotisserie so that it can be rotated and sand blasted. The front suspension is disassembled. The pivot bolt for the left front wishbone required Phil Bolden, a solid steel drift and a weighty gimpie hammer to shift it, but it came

out in the end.

It is time to get the tape measures out and work out where the Willys engine will be installed and consequently where the cross members and engine and gearbox mounting points should be. On the subject of tape measures, it was possible to identify which Flying Standard the chassis originally belonged to. The Flying Eight had an 83-inch wheelbase while the Flying Ten wheelbase stretched to 90 inches, but the Ten didn't come out until 1939. 'Our' Standard measured up at 83 inches, so it is a Flying Eight chassis.

While the engine for the Standard Willys is being rebuilt it will be useful to have a dummy engine to attach to the gearbox so that the position of the engine within the chassis and the modifications needed to engine mountings and cross members can be decided. Another Willys 77 engine, this one lacking a cylinder head, sump and one piston, has been



Glynn Allison checks to see that the Standard chassis swings nicely on the rotisserie.

obtained from the VCC for \$100.

Considering that the camshaft in the primary engine seems to be seized in place, our engine rebuilding team, Barry Mackintosh and Max Gamble, decided that the second engine was a better candidate for rebuilding. It will be taken away by Barry and Max to be transformed into a race ready unit.

The first engine has been re-attached to the gearbox and is being used to work out where engine and gearbox mountings should be placed in the chassis. At least part of the cross members that previously supported the Standard engine and gearbox will be cut away and suitably relocated.

It was decided that the car should be a two-seater, probably with

Left: The recalcitrant front wishbone, soaked in WD40 and showing that an attempt was made to insert grease



DAD'S ARMY DATES - 2021

	WORKSHOP SATURDAY	SECOND LAST TUESDAY	LAST TUESDAY
NOVEMBER	6	23	30
DECEMBER	11	21	



Left: Soaking the crankshaft from the Willys engine in a vinegar solution along with a piston and connecting rod resulted in this odd foaming effect.

Right: Glynn cleaning the crankshaft.



Brian Eyre (left) and Wally Phoebe work on removing the valve springs and valves.

Below: Bill Dunn mans the lever used to try to turn the camshaft while Phil Bolden applies heat.



Peter van der Struyf working on a front upright and hub from the Standard chassis.

staggered seats as fitted to the Mackintosh family Salmson.

The body shape will be loosely based on the White Mouse Ford special, but with a wider cockpit for two seats.

Most of those present at the October 19 Dad's Army Tuesday agreed that the engine should be set back about six inches from the mounting position used by Standard for the original engine and gearbox.

Historic racer Graeme Snape has sent information about the work done on the Willys 77 engine in his Amilcar Willys, including the specification of the camshaft, details of the adaptor plate for fitting a Holden red motor oil pump to the Willys engine. Apparently this modification prevents the oil starvation that we were told affects number one big end if the standard pump is retained. Graeme has run the Willys engine in the Amilcar for about 30 years with no problems. He also suggested how to prevent oil surge in the sump and told us which slipper bearings he used to replace the poured white metal originals in the big ends plus a great deal more technical information which your scribe has passed on to engine rebuilders Max and Barry.

Photographs of the Amilcar sent from Graeme and his wife Robyn show that the Autolite distributor originally fitted to the engine has been replaced with a Lucas unit.

Word from the USA

Don Capps, President of the Society of Automotive Historians in the USA and friend of the VSCC had the following to say about the Willys 77 in the States:

The Willys 77 and the Willys Go Devil engine that ended up in the WW2 Jeep make an interesting story. In the



Graeme Whitehead looks over the Standard chassis with Max Gamble while Barry Mackintosh heads off for another look at the recently acquired second Willys engine. Graeme intends to maintain his involvement with the Standard Willys project car.

volunteers took the tent down again.

Unfortunately, Chad Raven, one of our extremely enthusiastic volunteers, suffered a fall on the Saturday. See VSCC News on page 12 for details.



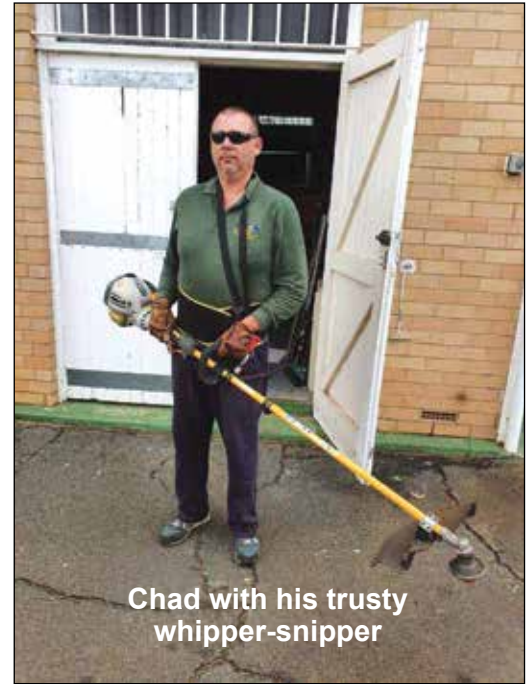
Graeme Whitehead with his certificate of Life Membership of the VSCC, presented at the 2019 Christmas function.

USA, the 77 was used by the "boy racers" of the ARCA (Automobile Racing Club of America) – a predecessor of the SCCA – and even found its way into the first of the Daytona Beach stock car races in March 1936. My Dad restored Chevrolet Corvairs and then Ford Model A's, and while making the change-over helped a friend of his with a Willys 77 since his shop was empty. I was really impressed with the Willys and at the time I really had little idea just how good they were.

It seems that we have made a good choice of engine for the project car.

Scrutineering Tent

On Friday September 24, Dad's Army with a few extra volunteers erected the tent for the Coalfields 500 scrutineers at the Caversham site. After scrutineering was completed on Saturday the 25th, many of the same



Chad with his trusty whipper-snipper

Changing of the Guard

We all know that Graeme Whitehead is one of the hardest working members of the VSCC and particularly Dad's Army.

Graeme announced at the Dad's Army gathering on October 19 that for health reasons he would be withdrawing from leadership of Dad's Army, including making morning teas. See VSCC News on page 12 for details.

At the same Dad's Army day Chad told us that although he will withdraw from being the club's Regalia Officer, he intends to continue as honorary groundsman and will continue to attend Dad's Army.

The Scribe

Dad's Army Recruitment Drive

Dad's Army is suffering from natural attrition and our numbers are slowly diminishing. The remaining members are becoming less fit as hearts, knees, shoulders and other bodily components require ever increasing maintenance or replacement.

It's time we recruited some fresh blood from among the membership of the VSCC. If you are interested in joining our merry band of automotive misfits, please talk to one of our members and arrange to join us for one of our sociable days at the clubrooms. Buttonhole our Management Committee representative Mark Jones, organiser and morning tea supremo Graeme Whitehead or any other attendee at Dad's Army days to make sure of dates and times to turn up. Contact details on page 2 above.

Apart from the regular days each month, Dad's Army enjoys social events such as our Christmas function, a Christmas in July gathering and occasional visits to museums, car collections and other places of interest.

Then there are the project cars like the Caversham Car, the Perkolilli Model A Ford and the current projects, a 1920s Singer 10/26 for Kevin Dorn and a 1930s Standard chassis with a Willys 77 engine and gearbox.

Of course, there's the serious side of Dad's Army activities. We clean and maintain the clubrooms so that the membership as a whole can enjoy the facilities, so we would welcome any retired or semi-retired tradies who can guide us in our repairs and maintenance.

VSCC NEWS

Guest Speaker at November Meeting/AGM

Vice-President Paul Wilkins has arranged for Paul Blank to be the guest speaker at the November General Meeting and AGM. Paul intends to bring an interesting car with him to display at the meeting. Paul W also invited Paul B to supply an article describing his involvement in classic car events, which appears below.

Paul Blank – Car event manager

I've been invited to provide a story for *Vintage Metal* about the classic car events I've been involved with. It's a long story, but I'll keep it brief.

I've always been involved in classic cars and car clubs in particular — in fact I have one of the longest memberships of the VSCC at 32 years so far. I was in my 20s when I joined...

Back in 1990 I was fortunate to compete in the Grand Prix Rally through Victoria and South Australia in my Alfa Montreal. It was a big deal event with competition and navigation tests over 5 days. The event attracted 220 exotic and vintage sports cars and many big names — I'm proud to have beaten Stirling Moss at the Collingrove Hillclimb! It was a very exciting, new kind of event.

Having run all sorts of events in clubs (including the Classic Car Show for 8 years), I was so inspired by the concept of a road rally for classic cars, I thought WA should have one and I took the leap — and by 1992 the first Classic Rally took place. Over the next few years that event grew huge, with entries from around the world, big



A visiting Bugatti from Melbourne on a Classic Rally stage in Mandurah in 1995

a broader range of the motoring community than any other event. I've recently sold my share in that event as I want to pursue some new ideas — and will enjoy participating in it.

I'm always keen to encourage charity beneficiaries in my big events — and Classic Cars & Coffee has raised over \$120,000 for the Prostate Cancer Foundation of

name drivers and at its peak, 160 entries.

The Classic Rally was my entrée to professionally running car events and many others followed. It ran for 12 years, plus there were events like the Classic Challenge, the Superkhana series, Symphony for the Car (a drive with a radio station broadcasting 'car' music), the Classic Quarter Mile Sprints and more recently Classic Cars & Coffee, held at the University of WA monthly. This event has

been a big success, the relaxed format has attracted



A Porsche owner looks for a parking space at the March 2018 Classic Cars & Coffee



FOR SALE

CWM FORD V8 SPECIAL. 1956 Group Lb race car with C.O.D and Historic Logbook. With extensive Australian racing history has raced in six Australian Grand Prix. Ford flathead motor (286cu in), aluminium heads, triple carburettors. Jaguar XK 140 close ratio gearbox, independent front and rear suspension, huge drum brakes and period wire wheels.

Ready to race. Located in Perth.

**Enquiries to John Rowe at:
oldhealey@gmail.com or
0412 348 246.**



The Bentley display at the Celebration of the Motorcar at Cottesloe Civic Centre in 2015

restored Holden there, but the most amazing cars in the state – many never displayed elsewhere. I hope to see you there on November 28th!

Australia.

I've been on the VSCC Committee a couple of times and have assisted with various club projects and events over the years. It was my efforts which saw the VSCC originally get the rights to run the Northam Round the Houses event, on a course I designed.

In 'normal' circumstances I organise automotive tours of Europe and have done so from 2005 until travel stopped recently. Some of our club members have been on these self-drive guided tours, where we take in fabulous events, museums, destinations and experiences. Hoping to re-start in May 2023...

The longest running of my events has been Celebration of the Motorcar, first held in the lovely grounds of the Cottesloe Civic Centre in 1993 and still held on the last Sunday of November every year. With Wheels for Hope as the charity beneficiary, the event has 150 hand-picked classic, exotic and prestige cars, of a level higher than any other event held in Australia. You won't see a



1990 Mille Miglia poster could be yours, FREE!

Posters FREE to a Good Home

Cris Farrar is having a clean-out and is offering VSCC members the chance to own historic posters collected by Cris and Ed over the years. There are many posters and they are all free to a good home. they range from Albany and Northam posters to one from the 1990 Mille Miglia. Cris will have the posters on offer at the November General Meeting and AGM at the VSCC clubrooms on November 1.



Poster for the Albany Round the Houses in 2004

Graeme Whitehead and Chad Raven

Unfortunately, both Chad and Graeme are suffering from health problems. They are stalwarts of both the club and Dad's Army. Graeme is currently the convener of Dad's Army, having taken over that task from Ron Fabry at the end of 2019. He is also the club's barman and representative at the CMC as well as being the club's liaison with Peet & Co. At the end of this year he will be withdrawing from all of these positions plus the club Management Committee, so the club has four positions to fill plus the vacancy on the Management Committee. For the moment Graeme will continue to support the project car programme with Dad's Army and remain on the Building Sub-committee. With both his back and his legs playing up and now problems with his heart, it is imperative that Graeme slow down, so we must find someone to take on those tasks.

Chad suffered a painful and debilitating injury when he fell while helping to dismantle the scrutineering tent after scrutineering for the Coalfields 500 at Caversham. Although he did attend Collie with the regalia marquee, he was in considerable pain by the time he left for home. The incident brought home to him that his health is too fragile for him to continue as Regalia Officer, so we need to find a competent and enthusiastic replacement.

TARGA WEST 2021

Targa West is WA's premier Tarmac Rally event run over 4 days in September throughout Perth and surrounding country locations consisting of 37 stages of approximately 272 competitive kilometres.



Paul Bartlett sprays the champagne after finishing first in class and second outright in Targa West

Tooday for a number of stages before heading on to Maryville Downs in Chittering, and then finishing in Bullsbrook before the long drive back to Perth. Day 4 is around the industrial area in Malaga before heading to Langley Park for the finale.

A great result was achieved by the Roaring Fordies team with both cars coming away with class wins and outright wins in 130 and 165 Classic Categories after some close tussling with rivals over the 4 days of Targa West.



Colwyn Lloyd gets Mark 2 Escort away in the dark.



Colwyn Lloyd and the Roaring Fordies crew.

For this year's event two VSCCWA club members Colwyn Lloyd and Paul Bartlett entered a two car team, the "Roaring Fordies" to tackle the challenging event. It was Colwyn's first attempt and the fifth time for Paul and the guys were accompanied by navigators Alix Marengo and Andy King. Like any motoring event there is always a need for a support crew and the two cars were looked after by Brad Peters, Glen Coupar, Ashley Lloyd, Mark Ludgate and Paul Bainbridge and a number of other casual helpers over the 4 days.

Day 1 started a bit wet and slippery and the first stage of the day at Whiteman Park provided a few challenges. Thankfully it fined up in the afternoon and the stages at Wanneroo and Ellenbrook ran smoothly. Day 2 was Parkerville, Kalamunda to Mundaring and the infamous Zig Zag at Gooseberry Hill which is always an opportunity to test out the handbrake turns, so long as you remember to select first gear, eh Col??

Day 3 is the longest and most challenging, with a drive out to



Paul Bartlett sets off in the dark. Note the battery of spotlights to light the way.



Paul Bartlett takes his turn in front of the camera with the Roaring Fordies team.



Paul Bartlett on the Langley Park stage.

The VSCC put on a display of members' cars at Langley Park during the Targa West finishing stage. Chad Raven was there with the merchandising marquee, doing his usual enthusiastic job promoting the VSCC.



Chad Raven with the VSCC promotional marquee at Langley Park.



Brian Eyre's beautifully presented Peugeot 205GTI attracts the attention of a young enthusiast.



Lindsay Hamersley's GTHO Falcon looks imposing in the Langley Park display.



Michael Broughton's Porsche 356 SC coupe on display at Langley Park



Mark Duder's Renault Alpine A110 at Langley Park with information sheet tucked under the wiper. At a function earlier in the year, a young boy asked if he could have his photograph taken in the Alpine. When seated in the driver's seat he looked down past his feet and called out, 'Dad! It's got three pedals!'



Steve Gilmour's 1982 Elwyn Formula Ford catches the eye of a very young enthusiast while Mum records the occasion.



NORTHAM VINTAGE SWAP MEET



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

Sunday February 20th 2022

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:

Facebook Event : <https://fb.me/e/EWtj1Mqd>

Facebook Message : www.facebook.com/avonvintagecars

Fred Singleton Ph 08 96221192 PO Box 755 Northam WA 6401 E-Mail: fsi93402@bigpond.net.au

Bookings not necessary enrollment forms on day of event

STRICTLY NO DOGS ALLOWED AT THIS EVENT

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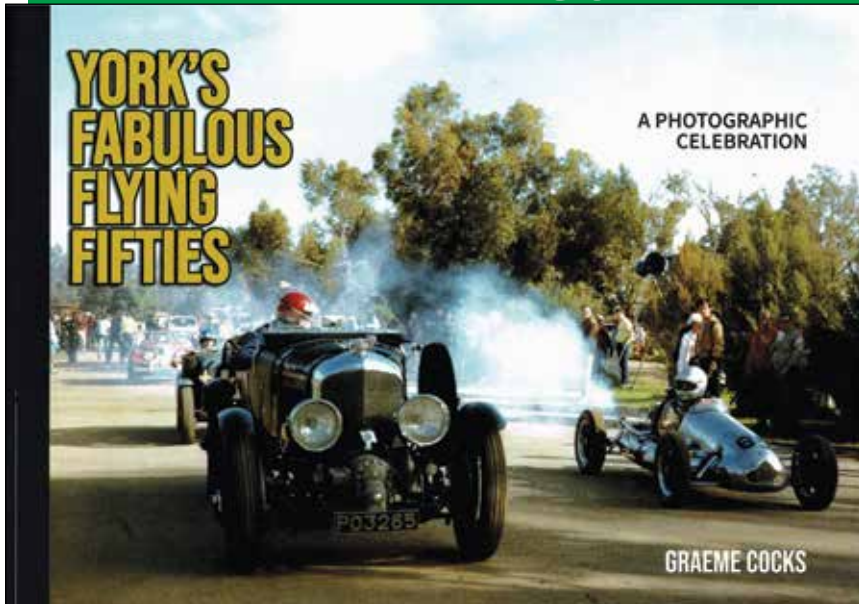


BOOK REVIEW:

YORK'S FABULOUS FLYING FIFTIES

A PHOTOGRAPHIC CELEBRATION

COMPILED BY GRAEME COCKS



The York Flying Fifty was the *raison d'être* for the VSCC of WA, so this book is an important record for any enthusiastic member of the club.

As Graeme tells us in this excellent photographic celebration of the event, it came about because the enthusiastic owner Peter Briggs and curator Jim Harwood of the recently established York Motor Museum conceived the event as a promotional venture for the museum.

The aid of the WA Sporting Car Club, CAMS and the Shire of York Council was sought. All showed great enthusiasm and Shire Clerk Lindsay Delahaunty was a great supporter of the Flying Fifty.

The timing of the museum opening in 1979 and the first event in 1980 was fortuitous, because Delahaunty and the council were

trying to bring York to life as a tourist destination. The main street was restored with support from the WA government and everything fell into place.

Graeme Cocks has put together a series of stories about the Flying Fifty and the people who were involved in creating and running it. He has made great use of private collections of photographs, in particular the Ken Devine collection, to produce a wonderfully colourful kaleidoscope of images from the 18 events run from 1980 to 1997.

Your reviewer was pleased to discover that the chapter on the 1982 event is an article he wrote in 1982 and hawked around overseas classic car magazines, hence the title, *Antipodean Ancients*. But there are many other stories with input from Jim and Peter about how they started the ball rolling in 1980 and memories from those who took that ball and ran with it.

After the 1985 event, pressure of business, including the running of a round of the Australian Touring Car Championship at Wanneroo, meant that the WASCC dropped out of running the York Flying Fifty and the VSCC of WA was formed to keep the event going, which they did with some success.

Famous racing cars from Australia and abroad were entered over the years. The Dalro Jaguar, a very quick special from the 1950s was a visitor from the other side. Peter Briggs supplied Lotus, Jaguar, MG and Riley sports cars from the museum exhibits plus the thundering Blower Bentley. All of these and more appear in the photographs. The late Peter Giddings, a leading historic racer from the USA sent his Grand Prix Lago Talbot in 1993, possibly not the most suitable car for the tight York circuit, but it provided a great sight and sound for the crowds as Peter Briggs hounded it through the streets.

By 1996, with Appendix J sedans becoming the main attraction for many spectators, the event was beginning to wind down. RAC of WA sponsorship was missing for the first time in many years and the event was underwritten by the York Events Management Committee. It was run by Howard and Denise Wilcockson, but with only three prewar cars and the introduction of cars from the 1970s the atmosphere of the event was changing.

The last event in 1997 saw some interesting cars. The author's Chrysler special Silverwings made its Round the Houses debut after being introduced to the public for the Lake Perkolilli event earlier in the year. However, there were too many obstacles raised to the running of further events in behind the scenes negotiations. The Wilcocksons decided that the event could not be run at an economic cost and so the York Flying Fifty disappeared from the motor sports calendar.

There are excellent annual events at Northam and Albany run by the VSCC, but no longer do the streets of York resound to the bellow of open exhausts. Graeme Cocks has done a terrific job of bringing a historic event back to life. You can buy your copy through www.motoringpast.com.au for \$60.00 plus \$18.65 post and packing.

Bob Campbell

COALFIELDS 500 2021



Scrutineering, Caversham September 25

Clockwise from top left: Chris Finlayson and Brad Peters wait to be scrutineered; Thierry Michot's T-model Ford is dwarfed by its trailer; Scrutineered cars gathered, most seem to be Minis; David Dearden's Vector TF94 FF under scrutiny; Bryan Scrivenor's Singer Special waits in the queue; Dillon Quinn presents the Whitehead Special to the scrutineers. BC



Shane Udecz does a Jim Clark impression in his Cortina GT Mk II. GH.



Dick Ward shows his mastery of the twitchy Fiat Abarth Rotary on a very wet Collie track. GH

Photograph credits for this article: GH: Graeme Howie, Sport Pixx Sport Photography; BC: Bob Campbell; PH: Peter Hazard; and PB:Paul Bartlett.



We always hope that they won't be needed, but it's good to know that the emergency workers are there when they are needed. Ricky Virago's Ralt RT-5 Supervee leaves the track, fortunately with little damage to Ricky or the Ralt. GH



Three Historic Touring Car Ford Falcons of varied ages charging in the wet. GH



Marty Bullock pushing his Chevron B20 along on a dry track on Sunday. GH



The Historic Touring Cars over 3000 cc field sets out through the spray. GH



Ken Waller's Volvo 164 is an unusual sight on a race track. GH.



Ivan Olsen, Alfa Romeo Giulia Super leads a group of Historic Touring Cars out of the mists. GH



Above: Ian Wookey, Rami Brass and Russ Benn. Right: Assorted Cortinas, a Mini Clubman and Steve Boyle's Fiat mix it up. GH.





Trophy Presentations — Collie. In all photographs VSCC President Glenn Swarbrick is at right and Peter Marsh, owner of Race & Restoration Engineering at left. Clockwise from top left: Aaron Birmingham, Historic Touring Cars Under 3000 cc; Brian Eyre, JKL Racing Cars; Marty Bullock, third place in Formula Classic; Tony Brett, Open Wheel Racing Cars; Simon Alderson winner in Formula Classic; Gary Cutler, Sports Car. PB



Tony Michelsen, Historic Touring Cars over 3000 cc and Modern, receives his trophy. Race & Restoration Engineering boss Peter Marsh is at left, VSCC President Glenn Swarbrick at right. PB



Christopher Mackintosh looks down from the Bartlett Special on Brian Eyre in the Peugeot WASP. PH



Bill Clazie leads Brian Staines in a clash of Falcons GH



Mark Biven's Dodge Special leads Hugh Fryer's Austin Seven, Mike Sherrell's MG TC (obscured), Ed Floate's MG TC, Bryan Scrivenor's Singer Special and Thierry Michot's T-Model Ford. GH.



Mike Sherrell leads Ed Floate in their MG TCs. PH



Barry Mackintosh in the family Salmson. PH



Frank George, Ford Y-Block Special leads John Davies, MG Monoposto. PH

JK AND SQUARE RIGGERS UPDATE



Graeme Cocks and Silverwings take some young enthusiasts for a ride on the beach

BLOSSOM'S OLD BANGERS SPRINTS, COALFIELDS 500 AND PERKOLILLI UPDATE

NEVER GIVE UP

In the first scenes of the movie *The World's Fastest Indian*, released in 2006 Burt Munro races along a beach in New Zealand. In 2012, *The Race of Gentlemen (TROG)* was inaugurated in the US. The beach sprints caught the imagination of many people around the world.

Last year, we weren't really inspired by either of these events for a beach adventure but instead by a movie which seemed to be shown endlessly on Saturday afternoon television in Australia. It was called *Endless Summer* and it was about two surfies who left California to spend the winter searching the world for the best waves.

After the long lockdown, we thought it was time for us to have our own *Endless Summer* adventure but not with surfboards, rather old cars. Our aim was to find the best beach in Western Australia to conduct some sprints in the spirit of Sellick's Beach in South Australia, Pendine Sands in Wales or, of course, TROG.



Peter Harrold braves the tideline on Blossom's Beach with intrepid passengers.



Rod Vogel takes to the beach with his 1919 Chevrolet boat-tail.

In a moment of questionable inspiration we called our quest *The Grand Ol' Beach Bangers Run* or GOBBR.

WA has some amazing beaches so we thought it would not be too much of a problem to find one but when we looked a little harder, all the beaches close to Perth were way too soft and narrow even at low tide. The ideal beach would be hard for old cars from the 1930s and older, and be accessible to drive our old bangers across the dunes. There was no point in finding the perfect beach which we couldn't access.

We were told to head to the south coast which has some of the whitest beaches in the world (whiteness was not one of our criteria but they were worth a look) and some very flat and hard sand beaches with sand like fine powder



Hugh Fryer kicks up the spray with the Austin Seven

which squeaks when you walk on it.

The first beach to look at was at the small fishing community of Bremer Bay east of Albany. We were told to go to the town beach. When we arrived it looked perfect but we were soon disappointed as it had seaweed underneath the sand and the old cars bounced all over the beach. However, we found a great beach called Blossom's (named after a milking cow which got stuck in the bog behind the beach while it was calving).

We resolved to come back to Blossom's and run our own low-key beach sprints. We called it Blossom's Old Bangers Sprints — BOBS. Phil Shephard agreed to help us work through what we thought would be a simple process to gain some Government approvals to run the event. After

all, compared with the Albany Classic, BOBS was just a few people running a few cars along a beach. Despite submitting tons of paperwork, it was not to be. The State Government bureaucrats found more reasons to say no to our proposal rather than to help us make it happen. And they wanted an arbitrary \$2,500 permit fee which seemed unrelated to any costs incurred by them.

The knock back arrived only days before we were all due to leave for Bremer but we are not negative thinkers. So instead of running an event at Blossom's, we decided to visit the beach anyway. A surfing event was being held at the beach (making a mockery of the bureaucrats who had no idea that the beach is regularly used by all sorts of community groups) and like any day, there was a line of vehicles parked along the beach. We joined them and had a lovely morning driving our vintage cars on the beach.

We'd been tipped off that it was worth talking to Bob Tozer of Tozer's Bush Camp just outside of town. We could do some off-road driving there. Tozer (nobody calls him Bob) was an absolute delight and offered us the use of a flat, grassed paddock. Tozer's is a great spot nestled amongst the superb wildflowers of the region, a natural garden made even better by the heavy winter rains.



The younger generation of Fryer tries out the Seven at Tozer's Bush Camp

Peter Harrold and Hugh Fryer set up four corner posts and the challenge was on to get around the grassed course without spinning. Even worse was digging a wheel into the dirt under the grass.

Competitors included Rod Vogel in his 1919 Chevrolet boat-tail, the Austin Sevens of Hugh, John and Will Fryer and Nicole Lothe, John Maloney and Bill Lee in the 1915 Ford Model T Speedster, Gordon Teale and Maurie and Rose McGregor in Ford Model T tourers, Darryl and Tania, Brett Pollock, Chris Leers and Paul Salinovich in Ford Model As and Rob Read in the Gwynne 8. Graeme Cocks was also on board with his Chrysler Silverwings.

Driving on grass at even low speeds is harder than it looks and



Paul Salinovich's Model A Ford kicks up the dust at Toser's Bush Camp.

some spectacular spins entertained the audience. The day was brought to an end at the Zane Mitchell's Bremer Bay Brewery. He thanked us all for coming to Bremer even though we couldn't run quite the event we wanted and pledged to help us come back to Bremer. Chris Leers won the Blossom's Cow Bell Trophy (only appropriate to give a bell — after all, there is another famous surfing event at Bell's Beach where the winner gets a bell). His spectacular fail was one of the highlights of a great weekend using our old cars in a sporting fashion. Sporting cars are meant to be used, not stored in air-conditioned garages and polished every week.



Nicole Lothe and the Austin Seven in wonderfully scenic surroundings

SOAKING GOOD FUN AT THE COALFIELDS 500

There was a decidedly French flavour to our grid this year with three French cars and one French driver and pit crew. Brian Eyre in his Peugeot special waved the French flag and won the overall group regularity.

Collie weather at this time of year is always interesting, with this year being no exception. Rain for Saturday



The JKL field charges through the spray on Saturday at Collie led by Warwick Milner, Belford Special, Richard Baird, Hudson Terraplane, Gary West, Dodge Brax Special and Frank George, Ford Y-Block Special. GH

practice made for a great spectacle of water from the open wheels cascading up into the air. Here the French fare was on display again with both the Mackintoshs in the Bartlett and Salmson showing how to drive a solid rear axle car in the wet, initial understeer then lots of opposite lock, a fantastic display for spectators and drivers. Elsewhere in the grid there was good fun spirited driving by all and being over two days made it even more enjoyable. A great weekend was had by all of our grid. It was a credit to the organising team that we got all our runs in and finished pretty much on time, even with the recovery team being quite busy after each event. Looking forward to next year.

A YEAR TO THE LAKE PERKOLILLI RED DUST REVIVAL

Many club members are preparing cars for the Red Dust Revival organised by the Lake Perkolilli Motor Sport Club — it's now less than a year away. A very enthusiastic driver from the UK has entered — somewhat optimistically! With over 100 drivers submitting expressions of interest to attend the event and about one third of all cars being new builds, the scene is set for an extraordinary week of historic motoring sport.

One of the most pleasing aspects of the entries has been the enthusiasm shown by past car builders and the new brigade to roll up with cars which are authentic to the period. Tek screws and Phillips headed screws are being replaced by pre-war fasteners, utes are being transformed into period racers with boat-tails. Cars are being given a lick of paint rather than looking like farm hacks. The stage is set for the greatest pre-war reenactment we have seen. Stand by for more news as planning takes shape. If you aren't well into your build, then it is time to get a shake on.

See you at 4000rpm!

Heza Henry





WARM overview. Foreground, l-r pedal cars modelled after MG racer, Whitney Straight Maserati and Bugatti. BC

WARM Open Day — Sunday, October 10 2021

Neil McCrudden's WA Racing Museum held an Open Day on Sunday, October 10. A number of VSCC of WA members attended. Most of the cars displayed are Group L, M, O and P historic racing cars and all but the Repco Holden sports car, the speedway midget and the Legend car are rear engine.

Photographs are by Bob Campbell (BC), Michael Broughton (MB) and Mark Duder (MD).



The WARM engine rebuild area with a Ford Formula Junior engine at left, a Lotus Ford twincam to the right and a Holden six behind the green plastic box. MB



A Formula Ford car with the former number 17 speedcar from Claremont Speedway and a Legend racer behind. MB



Neil's Bug-eye Sprite with Holden red motor being rebuilt to its racing specification. BC



Brian Eyre's ex-Bob Kingsbury Peugeot WASP. BC



The ex-Craig McAllister Macon F2, the only F2 car built by the Macon factory. WA Champion racing car. MB



The Repco Holden sports car raced by Jack Ayers, Lionel Beattie and Rod Waller at Caversham with the Sotul Lotus 23 replica. MB



Jack Brabham autograph on the nose of the McAllister Macon. MD



The Repco Holden cockpit. Note the row of instruments, nothing like the digital dash you would find in a modern race car. MD



A Lotus 20/22 FJ car tucked away in the back of the camper van at right with its roll bar removed to fit the car under the double bed. MB



One of Neil McCrudden's camper vans, set up to carry a racing car but still offer double bed comfort at the rear over the top of the racing car. BC

VSCC OF WA REGALIA



Black baseball cap with gold trim on edge of peak and embroidered VSCC of WA logo on front.

\$15 each



DVDs with footage from *Around the Houses* events and driver interviews.

\$5 for two-DVD set



Embroidered Club patches – rectangular 76 mm x 101 mm

\$5

or oval

\$2



Full brimmed hats with embroidered club logo.

\$15 each



Lake Perkolilli centenary medallion with rubber backing and bolts to attach to car.

\$20 each

To order any of these items, contact VSCCWA Regalia Officer Chad Raven at chad.raven.69@gmail.com

VSCC OF WA REGALIA



Polos with embroidered club logo in Navy Blue, Black, and Green. Sizes M, L, XL.

\$30 each



Stubby holders printed front and back

\$5 each



VSCCWA 20 years medallion in velvet case.

\$20 each



White T shirt with embroidered club logo in sizes M, L, XL

\$20 each

To order any of these items, contact VSCCWA Regalia Officer Chad Raven at chad.raven.69@gmail.com

Wanted – Land Rover engine and gearbox

2¼-litre petrol or diesel engine for Land Rover Series 2a 88-inch Also need gearbox to suit.

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