



July 2023

Issue No. 377

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

VINTAGE METAL

www.vscwa.com.au

ALBANY CLASSIC PHOTO GALLERY

PLUS

A Tale of Two Lotus Elites

Ted Hantke and His Healey

JK and Squareriggers at Albany

All the Regular Columns



July General Meeting – Monday July 3.

VSCC of WA Caversham Clubrooms

6.30 for 7.00 pm

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COVER: David Moir in his Austin-Healey 100 closely pursued by Mark Jones in his Triumph TR4. Sportpixx photograph.

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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
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FROM THE PRESIDENT



Albany Success

This year's Albany Classic on the long weekend at the start of June was a great success. When we hold an open-air event relying on public attendance in Albany on the first weekend in June, we are always taking a risk from a weather viewpoint, but again this year we were lucky.

The Mt Clarence hill-climb on Saturday morning ran well in cool and slightly overcast conditions, but we had a healthy number of spectators watch the 37 cars have their four timed runs up the hill.

Sunday started with promising weather but the spectre of rain hitting town was likely between 11am and 2 pm, depending on which weather app you believed. I'm pleased to say the rain held off until the last few laps of the final event, much to everyone's relief.

We had a good day of "spirited driving" from the five groups of cars with minimal delays. This year also featured a "hot laps" session for members of the public who won a draw from a raffle raising money for a local charity. We have a bit of work to do to make that part of the day run more smoothly, if we decide to do it again next year.

We were very pleased with the support shown by the Albany community in allowing us to run the event, in turning up to watch it and in helping the set-up and pull-down of the temporary street circuit.

Thank you to our major sponsors and our event partners, the Albany Classic Motorsport Club and the City of Albany.

I must also thank many of our members and other volunteer officials who made it all happen. In particular, thank you to Sheryl Swarbrick for her hard work leading up to the event and on the weekend and to Sandra Stephenson who not only looked after our club marquee but was also our first-aid officer.

Can You Help Us Complete Our New Clubhouse?

I recently wrote to all club members seeking financial help to enable us to complete our new clubhouse at Whiteman Park. As you have read in various progress reports in Vintage Metal, we now have the building to lock-up stage but further work is needed so we can gain approval from the City of Swan to begin using it. However, we have exhausted the club's savings to get the building to this stage, largely because of the significant escalation in building costs in the past year.

We invite you to make a cash donation of any size so that we can finish the job and move in. Donations can be made to our dedicated Westpac account:

BSB 036-308 Account 265245 - please include in the reference line "WP initial & surname" e.g. "WP J Smith"

Already, we have members commit a total of \$3,500 so far. That is an excellent start but we still have a way to go to reach the \$50,000 needed.

We will acknowledge all donations in our magazine, at club meetings and in a commemorative sign in the new clubhouse. If you'd rather we didn't mention your name, please let us know.

While these donations are not tax deductible, they are vital to enable us to complete a long-term project which will benefit all members.

If you're unable to make a cash donation, there are other ways you can help with this project. We need materials and equipment to complete the fit-out of the building so please speak to our hard-working project manager, Ross Oxwell on 0457 009 829 to confirm what you could provide.

You can also help by coming along to the working bees that Ross and his small band of helpers run from time to time. Once again, please call Ross for more information.

Northam Street Circuit to Remain

We have decided to support the retention of the existing street circuit in the Northam CBD for our Flying Fifty each April. In the past year, we have done a lot of work designing and seeking approval for a new circuit east of the town centre, around the showgrounds. However, we found the new circuit would be more expensive to run each year as it required additional safety barriers and spectator fencing to meet Motorsport Australia's requirements.

Peter Schofield recently conducted a survey of a random selection of competitors and members and it showed overwhelming support for retaining the current circuit. After consulting with our Northam volunteers and the

Shire of Northam, we have confirmed our preference for the existing circuit.

We will work with the Shire to arrange improvements to the track for next year, including resurfacing some areas and possible changes to kerbing and barriers. We will also discuss the possibility of a spectator bridge, which we have found works well in Albany.

The other aspect of the Northam Motor Sport Festival we are working on is to find another event to run before the Sunday's Flying Fifty regularity. The Mt Ommaney hill-climb has struggled to reach viable competitor numbers in recent years, so we will explore an alternative such as a go-to-whoa or motorkhana to run on the Saturday afternoon. We are open to suggestions, so if you have a good idea, please let us know.

Glenn Swarbrick



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

Minutes of General Meeting

held at the VSCCWA Club rooms, off Harrow Street, Dayton, Monday 12 June 2023

1. **Meeting opened:** 7:15 pm, Glenn Swarbrick presiding, 30 members present.

2. **Apologies:** Paul Bartlett, Sandra Stephenson, Graeme Whitehead, Max Gamble, Tony Fowler, Neil Grant, Len Kidd, David Ward.

3. **New Members & Guests:** Andrew Taplin.

4. **Adoption of minutes:**

Moved: David Moir **Seconded:** Ed Farrar, that the minutes of the May meeting be accepted. **Carried**

5. **Business arising:** nil

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

a. Northam — likely to run at a minor loss.

b. Albany — expenses and income still coming in.

Moved: David Moir **Seconded:** John Illig 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:** Michael Broughton that the Secretary's report be accepted. **Carried**

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

a. **Albany Classic:**

i. Weekend events ran very well.

ii. Passenger ride event created much work for Sheryl Swarbrick to resolve with Motorsport Australia.

iii. Acknowledged contribution of all who made the event a success including Sandra Stephenson who was First Aid officer and ran the club's marquee.

iv. There will be a debrief with the ACMC later this week.

b. **Northam:**

i. We need to decide between the existing CBD circuit and the proposed new circuit around the Showgrounds.

ii. Peter Schofield reported on a random survey of competitors and members; the main findings were:

a. The majority want to retain the existing circuit.

b. Need to generate greater spectator interest.

c. Parts of the track need resurfacing.

iii. A show of hands also indicated support for retaining the existing circuit.

iv. The Management Committee will confirm its decision tomorrow and discuss with the Shire of Northam.

9. **State of Play Reports:**

a. **Competition:** Mark Duder reported:

i. Collie Coalfields 500 (30 Sept/1 Oct)

1. More flag marshals are required.

2. Unofficial practice on the Friday afternoon.

3. Official practice, racing and regularity on Saturday & Sunday.

4. Metro scrutiny on Saturday 16 September.

b. **Dad's Army:** nil

c. **Library:** nil

d. **Social:** nil

e. **Regalia:** nil.

f. **Whiteman Park:** Ross Oxwell reported:

i. Sealing of the concrete floor is proposed.

ii. Members have donated a 27,500-litre rainwater tank.

iii. Members have also donated cash and materials; Ross is keeping a list of all donations to ensure they are recognised.

10. General Business:

- a. Suggestion of Zoom meetings for club meetings.
- b. Log Books – Brian Eyre is attempting to sort out club log book system.

11. Guest speaker: nil

12. Next Meeting: Monday 3 July.

Meeting Closed: 8:40 pm.

WHITEMAN WISE-UPS

It's still a bit quiet over at our new Clubhouse in Whiteman Park this month.

Ron Fabry was able to arrange for a senior representative from Hempel, the company that's taken over Wattyl recently, to visit our new Clubhouse to give us advice about sealing the floor. He was of the view that the Meeting Room end of the building would only have light traffic, so would not need a heavy-duty epoxy seal that we anticipate for the Workshop end. We would save a considerable amount of money by using an acrylic or urethane coating without the need for further floor preparation in that area.

The Epoxy for the Workshop requires the surface to be either acid treated or "Diamond Ground" to provide proper penetration. Greg Davis, for Hempel, states that Wattyl would prefer the grinding (as would Dulux), and will guarantee the material to its commercial specification with this preparation. I personally am not enamoured with using muriatic (hydrochloric) acid to etch the floor because it would then require to be high-pressure water-blasted, which will then take an indeterminate time to dry out sufficiently for a successful epoxy coating. Diamond grinding is a dry operation. I am also concerned about any residual acid lurking between the concrete edge and the Colorbond wall cladding.

So diamond grinding to remove any finishing glaze on the concrete? There's two sizes of machine we can hire – large and small. Obviously a larger machine would enable the job to be completed faster, but it needs 3-phase power. We're opting to have the floor sealed before installing the electrical fittings, so we'd need to hire a large 3-phase alternator set as well. The small machines are single phase, 10amps, so doable with member-owned gen sets, of which we need two, the second to run the industrial vacuum cleaner to pick up the residues. Besides the hire cost for the grinder there's a charge for the amount of wear on the industrial diamond grinding blocks – \$50 per millimetre. In the end we needed to hire a stronger gen set, but the grinding went well (see photos below).

A couple of our country members have got together and donated us a new 27,500 litre poly water tank to enable us to collect the stormwater from our 500 square metre roof for reticulation of our garden areas, and possibly to service our toilets and shower. Thanks Mark and Matt. Another benefactor is arranging to pay for our toilets and kitchen construction materials, a not inconsiderable amount either. We have made application to Lotterywest for some financial assistance, but that won't be forthcoming until August/September if we are successful. Motivation have run out of limestone, so we're seeking another couple of truck loads to get the roadways completed.

You'll have noticed that I'm still using the terms "we" and "us" and "ours" because the building is ours, we members paid for it. To be able to use it we need to complete it within the timeframes set out in the Lease and in the Building Permit. We need money and expertise and willing hands to fit it out, so please step up. The small bunch of blokes who've got the project this far are a wonderful group – pleasant people, easy to work with, focussed on making The Vintage Sports Car Club of WA the great Club it was always meant to be. You can join them!



Ross Oxwell mans the grinder while Chad Raven monitors the vacuum cleaner, on the clubroom floor

Barry Mackintosh, Brian Eyre and Kevin Dorn wait for their turn on the grinder. Kevin supplied coffee and nibbles for all.



Ross Oxwell
Chair, Whiteman Committee
(08) 9401 1449 or
Iroxwell@westnet.com.au

VSCC OF WA CALENDAR 2023

July

- 1 Dad's Army
- 2 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 3 General Meeting
- 11 Management Committee
- 17 Competition Group
- 18 Dad's Army
- 25 Dad's Army

August

- 4-6 Winton Festival of Speed – Winton Motor Raceway
- 5 Dad's Army
- 6 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 7 General Meeting
- 15 Management Committee
- 21 Competition Group
- 22 Dad's Army
- 29 Dad's Army

September

- 2 Dad's Army
- 3 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 4 General Meeting
- 12 Management Committee
- 18 Competition Group
- 19 Dad's Army
- 26 Dad's Army
- 30 Collie Historic Races

October

- 1 Collie Historic Races Club Regularity Championship Rd 3,
State Historic Race Championship
- 2 General Meeting
- 7 Dad's Army
- 10 Management Committee
- 16 Competition Group
- 24 Dad's Army
- 27-29 The Bend Classic – the Bend Motorsport Park, Tailem Bend
- 31 Dad's Army

November

- 4 Dad's Army
- 5 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 6 General Meeting and AGM
- 14 Management Committee
- 20 Competition Group
- 21 Dad's Army
- 28 Dad's Army

Ideas for Future Events

The VSCC shares with many other organisations the problem of an ageing population. The average age of VSCC members seems to be increasing with a worrying number of members falling away because of age and infirmity. We need to arrest this process if the club is to remain healthy in the future.

Vice-President Michael Broughton, *Vintage Metal* Editor Bob Campbell and members Simon Loh and Paul Blank have been bending their minds to this dilemma and will be attempting to gather a group of members around them to form a brains trust.

If you have any suggestions for future events, not necessarily competitive, but possibly social or geared to place the VSCC before the public, please let Michael, Bob, Simon or Paul know. If you have family members, preferably from the younger generations, who have an interest in classic and historic cars, please ask them what would attract them to the VSCC. It is the younger generations we need to attract, so who better to ask?

Getting There

There is still progress on the new clubrooms, although we need more assistance or sponsorship to get us over the line. The cost of everything has spiralled upwards since COVID and the building fund has not proved adequate.



Nevertheless, work has not stopped. See page 6 above for Whiteman Wise-Ups, Ross Oxwell's progress report.

We needed more limestone for the driveways and parking areas and, while we had limestone made available to us, we needed a tip truck large enough to transport it to the site. This has been arranged and a considerable quantity of limestone was delivered to the site on Tuesday June 20.

The photograph on the left shows the truck that

delivered the limestone and the shot to the right shows the first half of the delivery, which took two trips by the truck.



Successful Albany

The Albany Classic weekend on June 3 and 4 was a success with good entries and large crowds of spectators enjoying both the hillclimb on Mt Clarence on Saturday and the Round the Houses regularity trials on Sunday.

The weekend was largely free of major incidents, although it seems that an early model Holden fell off its trailer



A sample of the crowd at Albany as they watch Patrick Dick (1958 Jaguar Mk 1) chase Mark Abbott (1964 Morris Cooper S) and Ken Waller (1970 Volvo 142S) through the Albany streets.

on the way to Albany and sustained major damage. A Falcon GT indulged in some barrier moving, which did the Falcon no good at all and there is a report of an Escort scraping the barriers but no names or photographic evidence have passed over the editorial desk.

The results of the hillclimb are shown on the next page of this magazine. Round the Houses results are available from NATSOFT (www.natsoft.com.au) or on the VSCCWA web site (vscywa.com.au).

A report on the activities of the JK and squareriggers group appears from page 21 and a photo gallery from page 24. Thank you to Graeme Howie of Sportpixx for the photographs from Albany.

**NOTE! DEADLINE FOR ARTICLES FOR THE AUGUST 2023 ISSUE IS JULY 15, 2023
ADVERTISING DEADLINE JULY 11, 2023.**



VSCCWA - 2023 Mt Clarence Hill Climb



OVERALL Results

Place	Car No	Driver	Vehicle	Practice	Run 1	Run 2	Run 3	Run 4	Fastest
1	20	Rebrovic, Jake	Valiant charger	33.73	32.51	31.65	32.02	31.61	31.61
2	21	Ridgway, Layton	Ford Cortina	33.78	32.63	32.79	32.01		32.01
3	28	Simon, Roy	Mitsubishi Starion	34.73	33.28	34.18	33.31	32.08	32.08
4	47	Eduard Melle	Bolwell Mach 7	36.59	34.36	34.41	33.53	32.91	32.91
5	36	Falconer, Martin	Datsun 2802X	36.70	34.69	34.60	33.97	33.59	33.59
6	30	Blainey, David	Porsche 1970 911	36.73	35.12	34.50	33.95	34.15	33.95
7	12	Martin, Andrew	Skyline R 32	36.07	34.29	34.54	34.35	38.15	34.29
8	31	Bothams, Christopher	Datsun 260 Z	38.98	36.03	34.99	34.65	34.89	34.65
9	8	Scata, Raymond	Subaru Impreza WRX	40.73	37.53	36.90	34.99	34.96	34.96
10	39	Guelfi, Michael	Porsche 944	39.93	35.17	36.91	36.71	35.61	35.17
11	13	Waller, Ken	Volvo 142s	40.23	35.67	35.26	35.31		35.26
12	40	Hammersley, Gerald	Ford Mustang	38.92	36.58	36.94	36.21	35.70	35.70
13	41	Jack, Douglas	Chrylser Charger E55	39.07	38.66	35.74	37.16		35.74
14	37	Falconer, Timothy	Datsun SSS coupe	38.10	36.81	36.54	35.99	37.65	35.99
15	5	Lundie, Terry	Ford Falcon	38.46	37.53	36.09	36.28	36.08	36.08
16	9	Whisson, Dean	Honda Civic	40.30	37.51	36.24	56.91		36.24
17	4	Henny, Steven	Ford Falcon	40.63	38.05	36.45	36.29	37.23	36.29
18	10	Brett, Anthony	Westfield SE	38.58	38.12	37.53	38.41	36.48	36.48
19	34	Dennis, Quentin	Chrysler Valiant	37.96	36.80	36.57	36.72		36.57
20	1	Edwards, James	BMW M140i	1:02.05	41.26	37.28	36.62		36.62
21	23	Jimmie Henny	Ford Falcon turbo	45.43	37.89	36.65	37.35	39.14	36.65
22	18	Holmes, Michael	Ford mk1 cortina	38.63	38.37	37.02	36.93		36.93
23	19	McLoughlin, Neil	Datsun 1200	46.96	38.63	37.44	38.22	38.81	37.44
24	45	Preo, Francesco	Fiat 124Special	42.00	38.32	40.62	40.33		38.32
25	16	Freeman, Clive	Triumph Dolomite Sprint	43.44	41.14	40.82	39.20		39.20
26	44	Pelham, Peter	DATSUN 260	47.47	39.28	39.22	39.69		39.22
27	29	Azzopardi, Darren	Valiant VC	44.06	41.07	39.50	40.19		39.50
28	42	Jones, Mark	TRIUMPH TR4	42.09	40.25	40.02	40.22		40.02
29	43	Moir, David	Austin Healey 100	41.30	40.14	40.38	40.17		40.14
30	7	Pollock, Bruce	Triumph TR4a	47.85	42.75	41.95	40.76	40.99	40.76
31	17	Fry, Sarah	MG B Roadster	48.17	41.33	41.55	41.41		41.33
32	26	Robb, William	Ford falcon xp	45.23	43.34	43.34	42.22		42.22
33	46	Vanzetti, Douglas	Triumph TR4A	44.42	43.63	43.20	43.26		43.20
34	38	Floate, Edward	MG TC	47.22	46.51	45.58	47.75		45.58
35	22	Cocks, Graeme	Chrysler Series 72 Silverwings	54.58	54.82	53.82	53.12		53.12
36	33	Fiora, Angelo	Austin 7	1:02.45	1:03.89	1:02.66			1:02.66
37	3	Fiora, Kathryn	Austin 7	1:29.20	1:24.61	1:05.26			1:05.26

"(P)" Denotes one or more penalties applied.

MotorSport Timing and Live Results (<https://mstair.com>)

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DAD'S ARMY NEWS

We Need More Recruits!

With the new clubrooms nearing completion, we need to establish a team to finish the fit-out of the building and to organise and maintain the grounds. Dad's Army is an ideal base for this team, but we need to recruit more members.



Morning tea for Dad's Army in early 2023. We had 17 gathered around the table (the 17th was behind the camera).

While discussing membership matters with Steve Gilmour recently, he pointed out that, if each member of the VSCC could recruit one new member, we would have 700 members. Likewise, if each Dad's Army regular were to bring along one other, we would be able to enjoy a turnout of 20 members on a good day. We have managed 20 and more earlier this year when the weather was good and flu hadn't slowed some of us down, so perhaps that estimate could be revised upward to a turnout of 40 on a good day.

Perhaps we need to put more emphasis on the social side of the club and Dad's Army. Michael Broughton and I persuaded Simon Loh to come along to his first Dad's Army day in June and he enjoyed the company. I'm sure we shall see Simon again at Dad's Army.

For those of you who have never come to a Dad's Army day, check the calendar below and bowl up to the Caversham clubrooms from 8 am on one of the dates shown — that's when we put the billy on — and join our Men's Shed for petrolheads.

Petrol - A Definition

Not much changes over the years as can be seen from this quote, taken from the RAC of WA journal, *The Road Patrol*, of December 10, 1934.

'A new definition of petrol. A volatile liquid commonly distilled from petroleum and used principally for taxation.'

The Scribe

members.

Ill health and lousy weather has reduced numbers at recent Dad's Army days, although we have managed to scrape up enough volunteers to help Ross Oxwell with many tasks at the Whiteman Park site. However, it is always the same few faces that show up.

The VSCC has around 350 members, of which number only about 6-10 have turned up to recent Dad's Army days. There are more than 40 names on the email list for the notices I send out before each Dad's Army day. While I know that some of you have problems with midweek gatherings and others have weekends tied up with family matters or sports events, surely we can do better than a 25% turn-out?



Dad's Army Christmas Lunch 2022. There is a definite social side to Dad's Army.

DAD'S ARMY DATES - 2023

	WORKSHOP SATURDAY	SECOND LAST TUESDAY	LAST TUESDAY
JULY	1	18	25
AUGUST	5	22	29
SEPTEMBER	2	19	26
OCTOBER	7	24	31

EDITOR'S RAMBLINGS

Albany Retrospective

Following up on the description and photographs in the June issue of *Vintage Metal* of the original Albany trophy from 1936, Ken Devine sent me a photograph of the presentation of the 1936 Albany 50 Mile TT Car Race Trophy. The



photograph (left) shows winner Peter Connor sitting in the stripped down Rover with the trophy, shiny and new, sitting on the table behind the car.

The trophy was taken to Albany to be displayed during the Albany Classic round the houses event on June 4 after being restored to its original shiny condition.



Read Holden

The owner of the Read Holden described in my Ramblings

last month has come forward. As Dick Willis suggested, it was 'a guy who races a Holden sedan', club member Tim Tapping.

Tim has been running his 48/215 Holden in our events for some years, but the Read Holden is a new departure, basically like a Holden with all the bits he didn't need stripped off.

The Read Holden was built by Ted Read of Botany using an amalgamation of popular components of the period. It has a triple carburettor Holden grey motor and an MG TC gearbox inclined on its side with the gear lever emerging beneath the driver's right leg. The front end is from a Peugeot 203 complete with the rack and pinion steering and nice big



brakes.

At the rear a Skoda swing axle set-up from a Skoda Octavia is used with the differential input shaft pointing toward the rear. The drive shaft passes under the differential and drive is taken to the differential via an enclosed chain drive in a custom housing. This allows the fairly low Skoda final drive ratio to be countered by a selection of sprocket sizes.

All of this information came from Dick Willis's book *Optimism*, which says that the unusual drive layout allows a lower seating position. It also suggests that the layout negates



the disadvantages of the Skoda swing axles, a conclusion that has me mystified.

The car ran at Mt Druitt and various hillclimbs in the late 1950s before disappearing into oblivion for 20 years. Resurrected by Adrian Hart in time for the introduction of historic racing in NSW, it passed through various hands and was restored more than once before Steve Budden of Queensland bought it in 2011 in dismantled condition. He restored it again and it saw action in the hands of Paul Budden.

Tim bought the Read Holden from Steve Budden last year and used it to compete at Collie in October. The engine has recently been overhauled, but delays in getting parts for the refurbishment of the wheels has prevented it from running at Albany. However, Tim



Geoff Metzke and Fredo Pedrin from Southern Cross at the 2019 Dad's Army Christmas in July gathering at the Bailup Ford Farm Museum.



Geoff Metzke and Mark 1 Escort at the Collie Coalfields 500 in October 2018. Vicki Clark photograph.

has every intention of running the car at Collie at the end of September.

More Caversham Days Photographs

Geoff Metzke, a VSCC member from Southern Cross, helped with the identity of the Holden drivers on page 23. He also sent me 23 photographs from the Caversham days, although one was from the early days at Wanneroo and several were from the country circuits in the round the houses days.

If you have any photographs from the pre-Wanneroo days or even from the early days of Wanneroo, please send them in to me. Placing them in Vintage Metal creates an archive of

historic photographs and the response of our members and readers, particularly my loyal band of pedants, means that we can identify the drivers and cars before that information is lost to living memory.

Bonnet latches and pins - clarification

This item was published in the newsletter of the Historic Touring Car Association of Victoria (HTCAV)

There has been some discussion around bonnet latches. The rule is:

Schedule C. (k) For a non-road-registered series production Automobile any cable-operated bonnet or engine cover release mechanism must be disabled and replaced with at least two fastening systems in accordance with Schedule B;

Group N rules also state that all original fixtures must remain, so the latch CAN NOT be removed.

And a Gold Level Scrutineer has now confirmed two bonnet pins or straps are each accepted as two separate systems.



Quick EH For Sale

Also in the HTCAV newsletter was an advertisement for Tony Petkovic's racing Group Nb EH, which might be familiar to those of you who have raced or spectated at Phillip Island, Sandown or Winton. It has all the good gear necessary to be super competitive and is selling for \$55,000. If you are quick enough, Tony's number is 0427 509 027. The car is located at Seymour Victoria.

The photograph on the left might jog your memory. I'm pretty sure that it would cost more than \$55,000 to build a similar car.

Events for Those Who Travel

Two events coming up over east that might interest those who like to race on the eastern seaboard or perhaps will be travelling and would like to spectate at these events. I'm told they are spectacular and for 'our' kind of cars.

The first is the Winton Festival of Speed from August 4 to 6 at the Winton Motor Raceway. See the Victorian Historic Racing Register web site at vhrr.com for details.

The other is The Bend Classic at The Bend Motorsport Park at Tailem Bend SA from October 27 to 29. Again, details are on the web site, this time at thebend.com.au.

For all of the above information I am indebted to Chris Ralph, editor of the HTCAV newsletter, who swaps publications with me each month. There are advertisements for both Winton and The Bend further into this magazine.

Vale Dick Roberts

We have recently lost Dick Roberts, who passed away after a period of poor health. Known for his driving of a hot FJ Holden then the marvellous ex-Ern Abbott R-Series Valiant, sundry series production Valiants (which were Mrs Roberts' shopping cars when off the track), then a remarkably quick Holden Monaro and the very successful Torana XU-1 in which he dominated his class at Wanneroo, Dick later became a most effective CAMS steward.

A great friend to the VSCC in earlier years, he helped to set up street circuits at several country towns including Narrogin and, of course, Northam. The VSCC's sympathy goes to Dick's family. He was a remarkable man.

Bob Campbell



Words and pictures by Bob Campbell.
Albany shot from Sportpixx.

A TALE OF TWO LOTUS ELITES

Most enthusiasts, even Lotus tragics, would be satisfied with one classic Lotus Elite, but VSCC member Andrew Murray has two and one of them he has owned twice.

There has to be a story behind this and sure enough, there is. Andrew owned the ex-Max McCracken car on the left above many years ago, but he sold it. In later years, in the belief that he had lost the first car for ever, he bought the red car, only to find that the white car had become available. But let's go back to the beginning.



Andrew first encountered an Elite when he saw a little white car driving down Rokeby Road in Subiaco and it turned into Kings Park Road.

As he was close to Don Hall's speedshop and motoring bookstore he headed for the shop to search the books for the car he had seen. It was a Lotus Elite. 'What a wonderful car it was,' he says.

He subsequently found that the car was owned and being driven by Patsy McCracken, formerly the longest serving secretary of the WA Sporting Car Club.

This Elite, chassis number 1263 and the fourth Elite that then Australian Lotus

Above: Andrew exercises 1275 through the streets of Albany. Below: The engine of 1275, the ex-Clem Dwyer car.

agent Derek Jolly imported, was invoiced to him on 13th July 1960. The car was originally a pale duck egg blue colour although in the photos taken around that time it appears to be white.

Club Lotus Australia records the car as being first owned by John Wood before passing into the hands John Roxburgh, the Melbourne Lotus Agent. It was registered HJC 999.

Roxburgh sold the car to Diana Leighton who owned the car for a short time in the period 1963-64. She also owned and raced the Le Mans class winning ex-Peter Lumsden Elite, WUU2 (1003/1016P) in the period 1963-1966. Her father-in-law Stanley Leighton, had founded Leighton Pty Ltd in 1949 and built Sandown



Park in the early 1960s.

In a letter John Roxburgh wrote, as sales agent, to Western Australian Max McCracken on 28th June 1964 he outlined that Diana Leighton had owned the car eight months. The race engine had been removed and the original engine re-fitted plus other work – body overhauled, door hinges repaired, suspension lowered and dampers altered.

Max subsequently bought 1263 and raced it for the first time late 1964. The car was featured on the December 1964 cover of *The Visor*, Western Australia's motorsport magazine. The car was re-registered WK 770, a country WA registration [Wickepin I think, Editor]. Max raced the car for a few seasons and at some stage the car was repainted white and fitted with a distinctive bonnet scoop. The car performed quite well and had a number of podium finishes.



The interior of the red car. Everything you need and nothing extra.

registration, UXC 714. The car was Patsy's main road car well into her seventies when she made the decision to sell in order to buy something more suitable for an elderly driver. After all, by this time she was about seventy-eight years old.

Around 1998, Andrew received a phone call from a car friend, Rod Quinn, who said he had just been following a white Lotus Elite in suburban Bayswater. Andrew said: 'that must be Patsy's car' and Rod said Patsy who? He followed it to a local mechanical workshop where he investigated further with the proprietor, Stuart. It turned out it was Patsy's car and that Stuart had been servicing the car and that it was soon to be for sale.

Rod was not in a position to consider a purchase at the time so Andrew made enquiries. Yes, it was for sale but only to an enthusiast who would keep the car local. Andrew asked if he was suitable? He was a member of several car clubs, had done some motorsport and had been a member of the WA Sporting Car Club for over twenty years. As long as he could pay the set price, which at that time was \$34,000, yes he could buy it. Despite that being a stretch Andrew committed then had to go home to break the news.

His time with the car was a journey of discovery, first, the acquaintance with this actual car and its history, condition, and foibles – but second with the "knowledge" about running and maintaining a Lotus Elite. He obtained technical books and information and set about some quick maintenance tasks such as a new exhaust and replacing the rear suspension bushes including the little rubber balls.

The car was a Series 1 with a bit of a cam, twin SU's and a close ratio MG gearbox. It had been enthusiast owned and run all of its life.

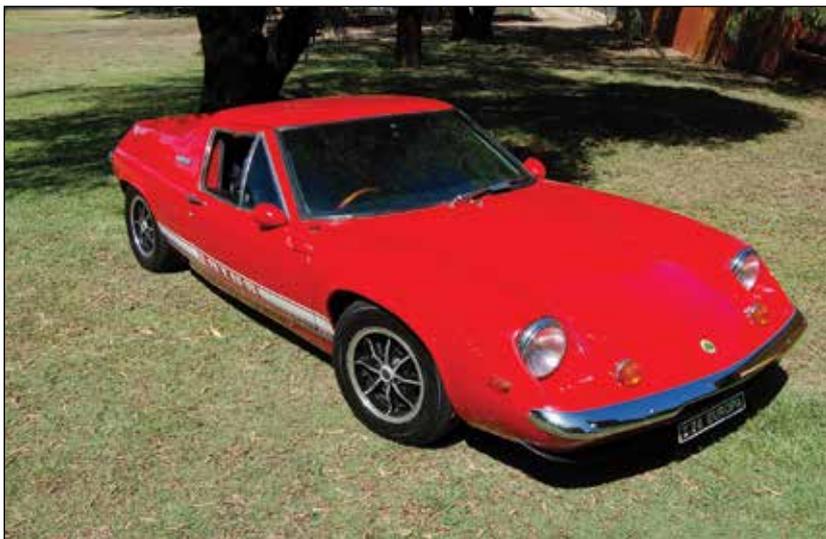
Andrew's only competitive outing in the car was the Northam Hill Climb and the Northam Flying 50 Regularity around 1999, both events on the same weekend.

He thoroughly enjoyed using the car and really loved the look of it and the procedure of starting and warming it up, and then road testing, but there were telltale signs that a rebuild was in order. It was very original but tired in some areas.

Around 1966 Max purchased WUU2 from he Leightons and this became his preferred race car. If you visit Wanneroo Park you'll see McCracken House, named in honour of Max (as President of WASCC) and his wife Patsy (as Secretary of WASCC).

Andrew heard that after Max acquired the ex-Lumsden-Riley lightweight Elite WUU2, a different thing altogether with a FWB engine, he decided the white one was to be sold. Patsy refused and the car was detuned for the road. When that work was done Patsy took the car for a road test and immediately returned stating that the car had been ruined and please put all the stuff back!

Patsy used 1263 as a daily driver for some thirty years and it was regularly serviced by Don Hall. The registration was changed to a metropolitan Perth



It was hard work for me to get out of the Elites, but when it came to Andrew's Lotus Europa I couldn't even get into it.

While it was his intention to fully rebuild the car, local enthusiast Tom Kuzman approached him with an offer. This coincided with Andrew's decision to purchase a 1972 Lotus Elan Sprint drophead, which offered more robust competition application, in his view. So a deal was done and the Lotus Elite moved on to the next owner and next chapter. It is a car Andrew did regret selling.

So the car moved to the Kuzman family when Tom purchased 1263 with final payment on 29th May 2001. The car had 67,510 miles on the odometer.

Tom moved to Queensland during 2002 and competed in a number of sprint events at Warwick, Speed on Tweed and also raced several times at the Noosa Hillclimb. He commenced an intensive full restoration in 2004 discovering in the process that the crankshaft was cracked. When the car arrived at the Elite Jubilee at Wakefield Park in October 2007 it looked like new, apart from the green stripes over the body.

Late in 2011 Tom, knowing that his health was declining, arranged a family gathering with his children and gifted them their respective cars that they all still own and cherish. So Tom's son Brian became the custodian of the car.

Some years on, Andrew decided he wanted another shot at Elite ownership. Thinking that he had seen the last of 1263, he hunted around for another car and found one in the Porongorups of all places. The car he found is chassis number 1275 and, in case any of you ever wondered what happened to the late Clem Dwyer's Elite, this is the very car.

No sooner had he purchased the ex-Dwyer car than Brian Kuzman contacted him from Queensland. He had decided to move the ex-McCracken car on, but Andrew had an agreement with Tom Kuzman that he would have first refusal on the car should Tom decide to sell. Brian felt he should stand by that agreement and called Andrew.

Andrew very much wanted to buy the car. He put the suggestion to his wife, expecting some resistance, but her response was one word: 'Whatever.' So Andrew now has two Elites, each with a strong WA history and he doesn't want to part with either.

If you were in Albany for the Classic at the beginning of June, you would have seen Andrew enjoying the ex-Dwyer car, number 45. Both cars run well and Andrew exercises them regularly around the streets near his home. I was lucky enough to travel with him as a passenger and was most impressed by the performance Colin Chapman extracted from a 1216 cc Coventry Climax Engine in a featherweight fiberglass monocoque car weighing not much over 500 kg. Also impressive was the ride quality. The Elite soaked up the bumps on our poorly maintained suburban roads as if they weren't even there. I can understand why Andrew loves his Elites.

Thank you to Lotus and Clubman Notes, the official magazine of the combined Lotus clubs of Australia for material from the February 2015 issue..



**The Bend Classic at The Bend
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thebend.com.au.**

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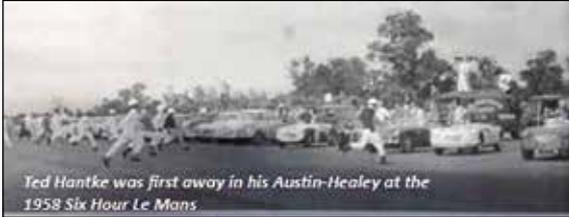
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PHOTO CREDIT: PETER ELLENBOGEN

TED HANTKE AND HIS HEALEY

This story by Iain McPherson appeared in the July 2023 Hundreds & Thousands magazine, the journal of the Austin-Healey Owners Club of Victoria. It is part of a series of articles headed Austin-Healeys That Raced in Australia. It was passed to Vintage Metal by David Moir, our secretary and long time Austin-Healey owner.

THE WESTERN AUSTRALIAN Sports Car Championship was contested by cars which looked like real sports cars, ie 2-seaters.



Ted Hantke was first away in his Austin-Healey at the 1958 Six Hour Le Mans

The championship was a one race event, with the first being held at Caversham in 1955 and won by Syd Anderson in his Austin-Healey. Syd won it again in 1956 with Jack Wynhoff in his Austin-Healey coming second.

In 1957 Ted Hantke in his Austin-Healey finished second in the championship race behind Syd Negus in the Plymouth Special, which

had beaten the Austin-Healey by one yard.

The Plymouth was disqualified because it had just been converted from a single seater by adding mudguards, but it still retained the central seating position. As a result, Ted became the 1957 Sports Car Champion, the first time the title hadn't been won by Syd Anderson and the last time it was won with an Austin-Healey.

By the mid 1960s modified sedans were recognised as sports cars, with the Cortina GT500, then factory sports racing cars, such as Lola, winning the championship. The days of traditional sports cars such as the Austin-Healey winning the championship were over.

Ted Hantke started racing his Austin-Healey in his late 40s. As a schoolboy, he was the finest athlete in Western Australia. He was a sprinter and high jumper. He won every flat race he entered and he won 25 inter-school



Ted Hantke in the Austin Healey 1958



Ted Hantke in the Austin Healey at Caversham, 1958

during the race" – demonstrating he had lost none of his athletic ability.

Ted then started off 40 seconds in the Sports and Closed Car Handicap, and it was not until the last lap that he overtook Bob Biltoff in his Austin-Healey to finish third.

At the 1958 Australia Day meeting for standing and flying quarter mile times, Ted was beaten by Aub Melrose who had a standing quarter mile time of 17.70 seconds and Don Hall who achieved a flying quarter mile time of 98.5 mph, both in their Austin-Healeys.

events, with his record in the 120 yards hurdles standing for over 25 years.

He was also an above average swimmer and tennis player. In his mid-30s he won the discus and hammer throw competing in his school's Old Boys' competition. He then took up golf to become the State's leading amateur golfer. He contributed much of his energy to the administration of athletics and golf by being an athletics judge and president, then captain of the Royal Perth Golf Club.

A report on the Christmas Cup at Caversham in November 1957 advised, "I couldn't pick the winner of the sprint across the track for the Le Mans start, but Ted Hantke was the first to get his car over the starting line and was never headed



Casual Pit Scene Caversham 1958



Ted Hantke in the Austin Healey chasing Jack Ayres' Holden at Caversham 1959

The first "Around the Houses" event held in Australia was at Albany, Western Australia in 1936. After a break of 18 years the Western Australian Sporting Car Club turned its mind to running a three day meeting at Albany during Easter 1958.

A hillclimb championship was held at Mt Clarence on Saturday, TQ cars had a run on Sunday and on Monday there were Around the Houses races, including the Albany Tourist Trophy.

In the hillclimb, Ted was again beaten by Syd Negus, but this time in a Cooper Bristol, with a time of 41.62 seconds, compared with Ted's run of 42.15 seconds. In the 5-lap Sports and Production Car race Ted only completed two laps. It is not known what happened, but WA motoring entrepreneur, Jim Harwood reported in the club magazine, "I felt, as did everyone else, sorry for Ted Hantke who really had the Healey going, tuned

to perfection in the Don Reimann fashion".

Don was a well-known engine tuner in Perth at the time and Ted's Austin-Healey was regarded as being one of the quickest.

For the 1958 Six Hour Le Mans at Caversham in June, hot favorites were Ted Hantke and Vin Smith in the Reimann prepared Austin-Healey. The Austin-Healey was first away and the TR3 of Jim Harwood tucked in behind.

"Trouble came early for Ted in his very quick Austin-Healey. The car running on petrol benzol refused to warm up and was continually missing. However, after a fairly short pit stop the tank was drained and refilled with standard fuel and he rejoined the fray.

"Hantke was in bother again later in the race with locking brakes, which caused him several pit stops for adjustments. Finally,



Bob Biltoft in his Austin Healey followed by Jack Ayres in the Holden and Bill Downey in his MG TF at Caversham 1959

the front brake drums were exchanged and he then continued non-stop for the remainder of the race."

This let Jim Harwood through to win in the TR3, with Aub Melrose third in his Austin-Healey. Ted finished seventh overall, and fourth in the Over 1500cc Class, which enabled him to take out the teams' prize with Aub Melrose in his Austin-Healey and Dick Blythe/Sid Taylor in an Austin Lancer.

Ted could not repeat his success at the 1957 State Championship. At the State Championship at Caversham in September 1958, he only completed one lap. The championship was won by Syd Negus in the Plymouth Special, with Buddy Clarke in his Austin-Healey and Darryl McGuiness in his 100/6 finishing the race.

Ted passed away in 1997, aged 91.



Darryl McGuiness in his Austin-Healey 100/6 with Bill Downey's HRG hard on his tail at Caversham.

PHOTOS: All photographs with this article except the 1958 Six Hours shot that I lifted from the original article are from the Ken Devine collection.



JK AND SQUARE RIGGERS AT ALBANY

Graeme Cocks in Silver Wings leads the pre-1960 field followed by Simon Fry, Austin Seven Special, Alan Hitchcox, 1939 Vauxhall 14 Special, Terry Langford, 1959 Ford Anglia, Tony Fowler, Triumph TR3A, Geert de Klerk, Austin Seven Special, Hayden Thomas, 1936 Ford Miller Special (obscured), Warwick Milner, Ford Belford Special, Ed Floate, MG TC, Mark Biven 1938 Dodge Special and John Rowe in the 1956 CWM Ford Special. Sportpixx photo.(Sorry if I got any names wrong. Editor.)

Talking about the weather in the week leading up to the Albany Classic? Nothing unusual about that, except that this year it looked to be a particularly bleak weekend.



Above: Graeme Cocks in Silverwings leads William Knubley's Triumph TR2 and Tony Fowler's TR3A under the pedestrian bridge while a happy snapper tries her luck with her phone camera from the steps. Sportpixx photograph.

then driving in the around-the-houses regularity event on Sunday in his Triumph TR3A. Hugh Fryer was also helping with the hillclimb, preferring to keep his orange 1929 Austin Seven racer on the trailer to compete on Sunday. Thanks Tony and Hugh.

The excitement for the morning was provided by the Whisson Honda as it couldn't keep traction through

Right: Warwick Milner in his 1938 Ford Belford Special shows the way to Hayden Thomas's 1936 Ford Miller Special. Sportpixx photograph.



However, Albany was once again true to form and the rain was mainly overnight and it was an absolutely brilliant, dry weekend. There was even sunshine on the hill climb!

With a mostly dry track, the hillclimb ran without a hitch. Notable this year was the absence of Rodney Cocks as a competitor for the weekend. His 1928 Ford Model A 'Cactus' developed a bad engine noise just before he was due to depart so he loaded up his Buick speedster and parked in the pits to experience the action as a spectator — the first time he has been able to relax for years.

Tony Fowler was one of the many club volunteers, helping out on Saturday and



Alan Hitchcox in his 1939 Vauxhall 14 Special leads Warwick Milner (obscured), Hayden Thomas, Mark Biven (obscured) and John Rowe in the CWM Ford V8 Special. Sportpixx photograph.

About half the cars in our group of 28 were of pre-war pedigree with the remainder post-war sports cars and front-engined/post-war powered open wheelers and several modern open-wheelers.

It was particularly pleasing to see some new drivers welcomed to the pre-war group. Alan Hitchcox drove his 1939 Vauxhall 14 Special which debuted at the Red Dust Revival last year and is now enjoying participating in around-the-houses regularity for the first time. It was a 'baptism of fire' as he circulated at a comfortable speed. Most drivers accepted that ours is a sport for all people with a love of early motor sport, and gave him a wide berth. Welcome Alan!



Simon Fry disappears over the crest in Aberdeen Street pursued by Franklyn George, Bruce Allen's 1995 Argus DFV and John Skinner's 1956 Ford Zephyr special. Sportpixx photograph.



Angelo Fiora has his Austin Seven ahead of James Mason's 1969 Triumph Spitfire, Matthew Steber's 1937 Dodge Speedster (obscured) and Doug Todd's 1928 Ballot 14U. Sportpixx photograph.

Another car which debuted at Lake Perkolilli last year was the Fioras' 1934 Austin Seven built in the spirit of legendary Kiwi Bruce McLaren's first car when he started motor racing in New Zealand. Angelo and Kathryn Fiora did a great job in their first Mount Clarence and around-the-houses event. Geert De Klerk and Julia Polkinghorne were also having fun in their Austin Seven.

James Gatti got a taste of the fun we have with pre-war cars when he drove a Ford Model T to (or was it, beyond?) the limit at Perko, so he went out and bought a 1936 Dodge Special from Queensland to be able to participate in our events. With a great deal of enthusiasm at the corners, he explored the revving potential of his Mopar power plant, until it decided to say enough is enough.

It was great to see Warwick Milner driving the Ford Belford Special which had been in hibernation for many years.

Doug Todd's flathead V8-powered Ballot Special sounded great all day and didn't seem to miss a beat after many months of hard work by Doug preparing the car.

Two cars which also put on a good show were Matt Steber and Mark Biven in the Dodge specials. Richard Baird in the mighty straight eight Hudson Terraplane wasn't lucky this year after his faultless runs in previous events.

the chicane. The cloud of smoke amused the spectators at the start who wondered what was going on up at the cones.

Is Heza Henry getting older or are the starting times on Sunday getting earlier? Dragging myself out of bed in the dark, gobbling down some muesli and then heading off to the track while everyone slept made me question why we put ourselves through this? But when I arrived at downtown Albany, all doubts were erased. This time, the pre-war group was in a new spot down on Grey Street. For the first time, we all had space! No more jostling for a spot on the hill. Coffee being served at the pub. Toilets nearby. And an easier run onto the track. It was great. Sleep and a warm bed is over-rated.

Heza was astonished with the turn of speed from Sarah Fry in the MGB. She seems to have it flying. Ed Floate was also running well in his MG TC. It is always great to see TCs at Albany. For many years they were well-represented in our events and Ed has kept the MG flag flying.



Sarah Lamont's beautifully prepared 1961 Ford Anglia ran well all day.

Graeme Cocks represented the Cocks family in Silverwings. The car has been a regular at Albany since 1998.

The day drew to a close as the drizzle started and it got quite dark. Thank to the helpers from our group who helped dismantle the track, but what was Graeme Cocks doing driving out early? Usually the Chrysler serves as the track truck taking drivers up and down the road. This time, he peeled off early. He blamed a lack of headlights — a likely story!

One of Heza Henry's informants was talking to Simon Fry a few days after Albany and asked Simon about the rain. 'Yes,' said Simon, 'I had just finished loading the Austin into the trailer and closed it up when down came the rain. It was perfect timing!'

Graeme Cocks pushing Silverwings up Mt Clarence. Sportpixx photograph.

And so another great Albany Classic drew to a close. The highlight for Heza Henry was seeing cars and drivers from the Red Dust Revival enjoying around-the-houses, and proving once again that it is not about speed, it's about fun.

Heza Henry



Angelo Fiora on the hill in the Austin Seven he shared with his wife Kathryn. Sportpixx photograph.



Left: Ed Floate takes his MG TC up Mt Clarence. Sportpixx photograph.

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ALBANY PHOTO GALLERY

The hillclimb field prepares to head up Mt Clarence

Photos by Graeme Howie of Sportpixx (sportpixx.com.au)



James Boyes (starter) Anna Farrell and Tony Beresford (timing). Some of the officials very necessary to the efficient running of the hillclimb.



Bruce Pollock heads up Mt Clarence in his 1967 Triumph TR4A.



A tin top Triumph, Clive Freeman's Dolomite Sprint..



David Moir in his well used and well presented, very quick 1954 Austin-Healey 100..



Enthusiastic spectators on Mt Clarence, most much younger than the cars they are watching.



Eddie Melle in his 1969 Bolwell Mark 7.



Mark Jones always drives his 1963 Triumph TR4 to Albany, competes, then drives it home again. A traditional sports car driver.



Michael Holmes in his 1963 1500cc Mark 1 Ford Cortina. Is there something about 1963 and number 38?



Tim Falconer challenges Mt Clarence in his distinctive 1977 Datsun SSS coupé.



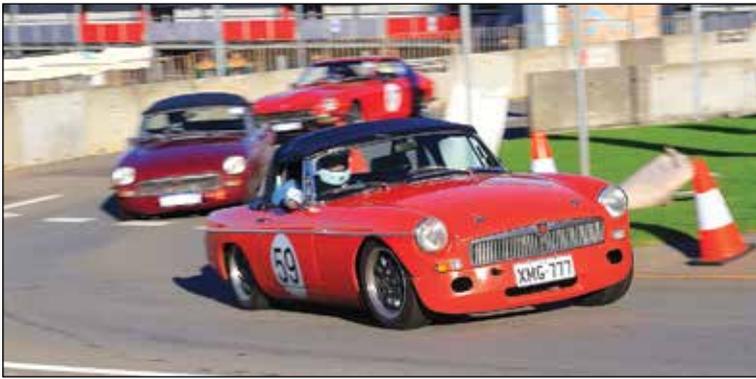
Jake Rebrovic smokes the tyres in his Valiant Charger. Jake won the hillclimb with a time of 31.61 seconds.



David Moir punts his Austin-Healey 100 through the streets of Albany with Mark Jones's Triumph TR4 right behind him and Brent Johnson's TR7 further back.



Neil Grant leads the way in his 1971 Porsche 911 T/R with Michael Broughton chasing hard in his 356 SC.



Rami Brass in his 1966 MGB chased by Anthony Ford's 1967 model and Peter Pelham's 1974 Datsun 260Z.



Russell Cooley enjoys his 1971 Falcon XY GTHO.



John Skinner in his 1956 Ford Zephyr special chases Bruce Allen in the 1995 Argus DFV.



Ron Fabry's 1961 MG Midget chases an assortment of post 1960 sports cars under the pedestrian bridge. Advertising space available for next year?



Frank George in his immaculate 1956 Ford Y Block Special.



Eddie Melle in the Mark 7 Bolwell leads Bruno Marchesi in his 1973 Mazda RX3.



Colwyn Lloyd lifts a wheel in his 1979 Ford Escort RS2000.



Does it really take five people to push Blake Watson's Mini?

For copies of these or many other photographs from Albany, both the Round the Houses and the Mt Clarence Hillclimb, contact photographer Graeme Howie through his web site at sportpixx.com.au.

PHOTOGRAPHS FROM CAVERSHAM DAYS

The Dave Sullivan album of photographs from Caversham days has run out. The shots for which I am still chasing information will remain, but I am going to work my way through the shots from the folder 'Caversham shots for VM' that I introduced in the May issue. Bill Richards has confirmed that it was indeed he who supplied the photographs. Please let me know anything that you might know about the photographs, the cars and drivers plus the dates and race meetings at which the shots were taken.



Rod Waller suggested that this is the Alfa that appears in the shot of the start of the 1966 Six Hours Le Mans Race, in which case it is the Gordon Stephenson/Neville Cooper car. Lindsay Taylor also suggested that it was Gordon Stephenson, although he described the car as a GTA, while I am fairly sure it is a GTV. Bill Richards shot.

Come on people. Someone must know who this is. And who is in the number 12 car behind the apparent Renault Special? It looks like the starting grid at Wanneroo when the start line was on top of the hill. Thinking caps on fellers!



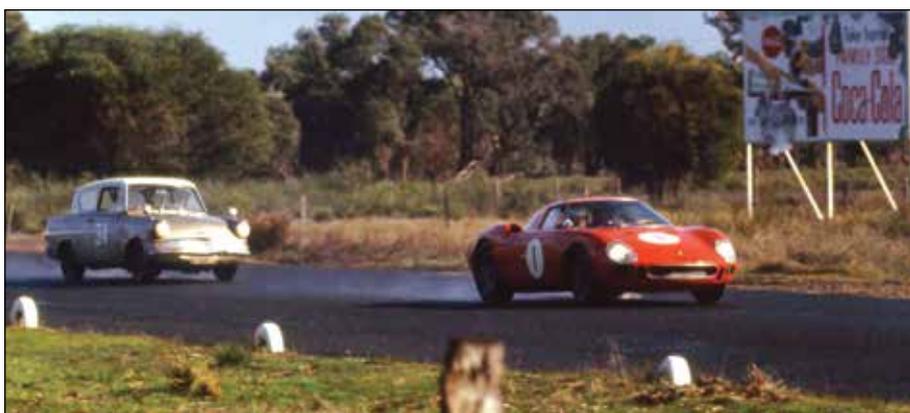
If Ken Devine was right about the Cortina on the next page being Owen Stringer, then this is Owen again. The Dauphine has been identified by Lindsay Taylor as Rod Slater. Now all we need is the name of the Mini driver. Another opinion from Dave Sullivan is that it might be Craig Marsland in his Cortina GT500. Bill Richards shot.

It has been suggested by Ken Devine that this might be Owen Stringer, professional photographer, camera shop owner and a pretty useful driver. Does anyone know for sure? Dave Sullivan thinks it might be Craig Marsland in his Cortina GT500. Bill Richards shot.



I have had a good response to this photograph. Geoff Metzke rang me from Southern Cross to say that the red and white Holden is Johnny Lewis, who worked in Southern Cross. Both Rod Waller and Ken Devine agreed that it was Johnny Lewis and that the Holden on the right of shot was Rod Donovan, which I suspected. The Holden on the left is either Trevor Harding or Wally Knox. Ken suggests Trevor and Rod plumps for Wally. Both identified the Fiat 1500 driver as Mike Tighe, but Rod wondered if it might be Leon Shenton as Mike was racing the Elfin Catalina by 1964. But who is in the Mini at left? Bill Richards shot.

This is Ted Lisle in his Mini Cooper S. Lisle and his Mini finished second in the 1966 6 Hours Le Mans Race at Caversham behind Ron Thorp's Cobra. Lisle was a former RAF Avro Vulcan pilot and a fast, smooth driver. His son, Rick Lisle, also raced a Mini with some success. I'm guessing that this shot was taken during the 1966 6 Hours. Bill Richards shot.



Another shot from the 1966 6 Hours Le Mans Race showing Andy Buchanan in the Scuderia Veloce Ferrari 250LM followed by the Brockwell/Mitchell Ford Anglia. Neither car finished, the Ferrari succumbing to a failed rear wheel bearing after 76 laps. Bill Richards shot.



The 48/215 is number 36 and the EH wagon is number 49 and has Wagin plates. I suspect that this is the EH with a 149 engine that rolled itself into a ball when the brakes failed dramatically – the linings literally fell apart. Does anyone have more or different information? Bill Richards shot.

It's that number 36 Holden again, this time in company with our own man in black, Stan Starceвич. How come Stan is number 5? I always remember him being number 111. There are two names on the rear door of the 48/215, but I can't make them out even with the photograph blown up until it blurred. Anyone know who it is and when the shot was taken? Bill Richards shot.



This is a mystery car, at least it is to me. However, Lindsay Taylor and Rod Waller came to my rescue. The car is Bob Annear's Dauphine bodied Phoenix, which Lindsay knew. Rod added, 'The name suggests it was something more than a Dauphine and it certainly was that. It was created by my dear departed mate, Bob Annear who fitted a TRANSVERSE Peugeot motor in the rear. In those distant days suitable transmissions were not around but engineer Bob was not deterred. He just made his own drive train! I seem to remember Bob collided with Julian Cowan entering the straight. I think the Phoenix rolled thus ending it's short life.' Bill Richards shot.

Rod Waller is sure he has a photograph of Bob Annear examining the bent Phoenix. He didn't find it but did find this shot of the sad remains. He is still looking for the other shot. Rod Waller photograph.





It's that Starcevic bloke again. You can understand why the EH is such a popular Holden model. It just looks right. And this particular one went rather well, too. Bill Richards shot.

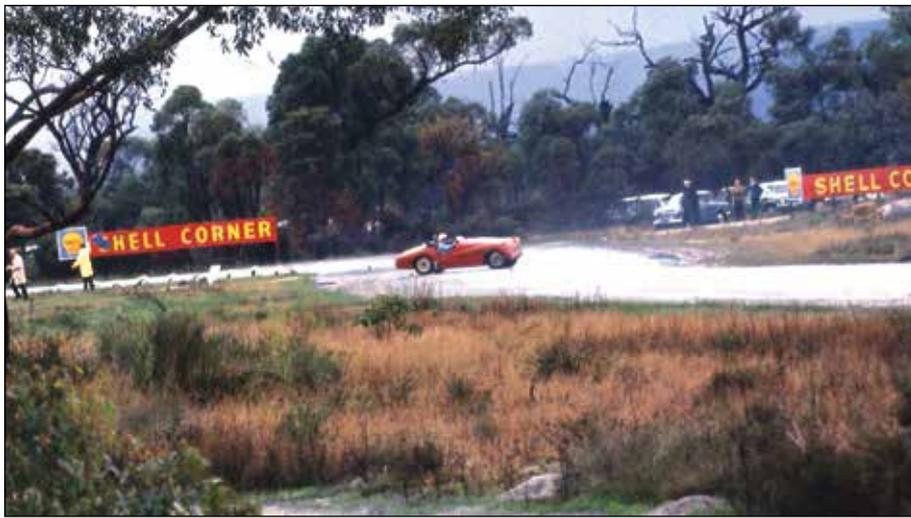
Ford's Prefect replacement made quite a nice little race car. Two Ford fans battle it out at Caversham, but who were they?
Bill Richards shot.



Issigonis's pocket rocket helped many drivers into motor racing. Can anyone name these three? Bill Richards shot.

The Holden is number 34 and the TR4 is number 28. Once more, who are they?
Bill Richards shot.





This must have been a tuning day because the Triumph TR3 doesn't have any race numbers. Shouldn't that flag be yellow? It's an atmospheric shot of Shell Corner, showing how things were at Caversham. Who is taking his Triumph for a spin? Bill Richards shot.

It's that GTV again, but this time you can clearly see CECHELE MOTORS on the front mudguard. I bet that Standard Vanguard in the spectator area would be sought after today. Bill Richards shot.



A different Alfa Romeo. This one is left hand drive and could be a GTA. I can't make out the number, but it seems to be somethingty-one. The overall shot shows the fairly casual atmosphere at Caversham. Bill Richards shot.

Volkswagen number 56 and MGB number 37 entering the main straight at Caversham. Still pretty casual with spectators sitting on or standing in front of the fence. And there's a dog at far right on the wrong side of the fence! Bill Richards shot.





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