



May 2023

Issue No. 375

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

VINTAGE METAL

www.vscywa.com.au

PHOTO GALLERY FROM NORTHAM

PLUS

Old Yeller at Phillip Island

Vale Craig Breedlove

Phillip Island with Michael Broughton

All the Regular Columns



**May General Meeting – Monday May 1.
VSCC of WA Caversham Clubrooms
6.30 for 7.00 pm**

Vintage Sports Car Club of WA (Inc.)

ABN 49 845 981 838

PO Box 1127, GWELUP WA 6018

Telephone: 0400 813 141

Email: admin@vscywa.com.au

OFFICE BEARERS AND OFFICIALS 2023

President: Glenn Swarbrick	Mobile: 0401 402 045	Email: glenn.swarbrick29@gmail.com
Vice-President: Michael Broughton	Mobile: 0418 921 544	Email: mbroughton356@gmail.com
Treasurer: David Ward	Phone: (08) 9321 2738	Email: david.ward@taxhut.com.au
Secretary: David Moir	Mobile: 0400 813 141	Email: david.moir@iinet.net.au
Administrative Officer: Sheryl Swarbrick	Mobile: 0416 025 667	Email: entries@vsccwa.com.au
Membership/entries correspondence to Sheryl at: PO Box 7277, SPEARWOOD WA 6063		
Club Management Committee:		
Paul Bartlett	Mobile: 0419 907 378	Email: pkbart@bigpond.com
Mark Duder	Mobile: 0419 661 129	Email: markduder@bigpond.com
Stephen Gilmour	Mobile: 0439 172 007	Email: stephen@wwms.com.au
Mark Jones	Mobile: 0432 910 742	Email: markljon@iinet.net.au
Lindsay Hamersley	Mobile: 0438 940 507	Email: lindsayh@iprimus.com.au
Competition Committee Chair: Vacant		
Dad's Army: Mark Jones	Mobile: 0432 910 742	Email: markljon@iinet.net.au
Regalia Officer: Stephen Gilmour	Mobile: 0439 172 007	Email: stephen@wwms.com.au
Bar Manager: Mark Jones	Mobile: 0432 910 742	Email: markljon@iinet.net.au
Vintage Metal: Bob Campbell	Mobile: 0419 849 835	Email: robertcampbell4@icloud.com
	Snail mail: PO Box 5046, Midland WA 6056	
Historian 1969 on: Len Kidd	Mobile: 0422 797 461	Email: an.len@live.com
Historian pre-1969: John Napier-Winch	Mobile: 0429 439 007	Email: houseofwinch@gmail.com
Librarian: Mark Jones	Mobile: 0432 910 742	Email: markljon@iinet.net.au
Motorsport Australia Delegate:	Paul Bartlett	Mobile: 0419 907 378
Council of Motoring Clubs WA:	Neil Bishop	Email: bishop@conceptual.net.au
Concessional Examiner: Boyd Kolozs	Mobile: 0466 791 298	Email: kolozs@westnet.com.au
Chief Scrutineer: Barry Mackintosh	Mobile: 0497 136 523	
	Max Gamble	Phone: (08) 9276 2903
VSCC Log Books Coordinator:	Vacant	
Eligibility Officer: Group JKL	Max Gamble	Phone: (08) 9276 2903
Eligibility Officer: Group MOPQR	Neil McCrudden	Mobile: 0407 867 473
Eligibility Officer: Group N	Steve Boyle	Mobile: 0419 904 734
Eligibility Officer: Group S	Tony Brett	Mobile: 0427 004 709

COVER: Simon Lou's Alfa Romeo 105 series GTV in the streets of Northam. Elisabeth Posma photograph.

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

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FROM THE PRESIDENT



Northam

Our Northam Motor Sport Festival on the first weekend in April ran successfully. On the Sunday, we had around 80 competitors providing a great spectacle of spirited regularity driving which entertained the crowd.

However, there had been a lot of hard work and difficult decisions in the weeks leading up to the event. Firstly, we had to make the difficult call not to use the new circuit to the east of the CBD as we could not raise the funds for the additional safety barriers and spectator fencing required. Following discussions with our event partners, the Shire of Northam and the Northam Volunteers, we decided to use the old circuit in town for the Flying Fifty.

Secondly, we had to decide to cancel the Mt Ommaney hill-climb on the Saturday as we only had 11 entries which was not sufficient to justify the large amount of work and cost to put the event on.

Finally, we had to decide whether to run the Flying Fifty on the Sunday, as entries for that event were below normal and we were facing a financial loss. However, we were very reluctant to cancel the event, particularly as it was cancelled last year because of COVID, and we felt an obligation to the Shire, the Northam community and competitors that it should go ahead.

Although the action on the day was great, we incurred a significant financial loss, mainly because of the lack of entries.

We were fortunate in having a small group of volunteers who stepped in to make the event work — those who delivered all the materials on site and set up the circuit, those who did the hard work behind the scenes in the months and weeks leading up to the event and those who helped run the event on the Sunday. Without our wonderful supporters, these events just do not happen.

I particular, I would like to thank:

- Sheryl Swarbrick
- Randle Beavis
- Mark Duder
- Paul Bartlett
- Peter Schofield
- Lindsay Hamersley and
- Steve Gilmour

Albany

Our next competition event is the Albany Classic on 3 and 4 June. Entries are now open and close on 7 May. I encourage you to get in early, as this event is often oversubscribed and the same applies to your accommodation in Albany.

While you can send in your entry by filling out the entry form and using email or “snail-mail”, we encourage you to use the Motorsport Australia online entry system. If you haven’t used that system before, we have provided some instructions in this magazine (page 7). Once you have set up the details of your car and driver in the system, entering events becomes a piece of cake, so give it a go. If you’re unfamiliar with computers, you may need to recruit a young person or a grandchild to give you a hand.

Membership Fees

We have found it necessary to increase membership fees for the 2023-24 club year. We are facing a “financially tight” year with the rising cost of running competition events and the construction of our new clubhouse.

Therefore, the Management Committee has approved an increase in the normal membership fee to \$170 (was \$160) and in the “pensioner concession” fee to \$125 (was \$120). This is our first membership fee increase since 2018 so this increase of 6% in 5 years is well below inflation.

Speaking of membership fees, you will shortly be receiving your renewal, if you haven’t already got it. If you have a car on Concessional Licence with our club, it is essential that you renew your membership before 30 June. If your membership is not renewed by then, your concessionally licenced car becomes unlicensed and you can’t drive it on the road.

New Clubhouse

Work on our new clubhouse at Whiteman Park is ticking along with the recent installation of a sewerage system and the connection of water and electricity to follow shortly. We are still pursuing funding to fill in the shortfall of around \$50,000 that we need to get the building to the stage that we can gain shire approval to use it.

WA Sporting Car Club

We met recently with the WASCC to discuss future competition events and also had a positive discussion regarding some outstanding issues between the two clubs over our Vintage Stampede. We are confident the relationship between the two clubs is improving and we are looking forward to running this year's Vintage Stampede at the excellent Wanneroo Raceway on 3 December.

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 3 April 2023

1. **Meeting opened:** 7:05 pm, Glenn Swarbrick presiding, 24 members present.
2. **Apologies:** nil
3. **New Members and Guests:** Alan and Gary (built Vauxhall Special for Red Dust Revival)
4. **Adoption of minutes:**
Moved: David Moir **Seconded:** Barry Macintosh, that the minutes of the March meeting be accepted. **Carried**
5. **Business arising:** nil
6. **Treasurer's Report:** nil
7. **Secretary's report:** Details of correspondence in and out may be obtained by members from David Moir.
Moved: David Moir **Seconded:** John Illig that the Secretary's report be accepted. **Carried**
8. **President's Report:** Glenn Swarbrick reported that:
 - a. Northam Event has needed a lot of work:
 - i. Decision not to proceed with the new circuit;
 - ii. Not to run the hillclimb due to lack of entries;
 - iii. Make the Flying Fifty work on the old circuit.
 - iv. The morning tea function was useful in providing an opportunity to speak with the local MP and Councillors from the Shire of Northam – one outcome being the possibility of a solution to the higher cost of safety barriers for the new circuit.
9. **State of Play Reports:**
 - a. **Competition:** Mark Duder reported:
 - i. **Northam:**
 1. was a very successful day.
 2. Many people stepped in to help.
 3. The event would not have happened without a core of hard workers.
 4. We need to consider requiring competitors stepping in once every two years to act as flag marshals.
 5. Sheryl Swarbrick, Paul Bartlett, Randle Beavis, Steve Gilmour, Lindsay Hamersley and Peter Schofield all deserve our thanks for the huge effort they put in behind the scenes.
 - ii. **Albany:**
 1. Planning is already underway.
 2. We will provide instructions on how to use the Motorsport Australia online entry system in the newsletter.
 - b. **Dad's Army:** Graeme Whitehead reported:
 - i. A patio set has been donated for the clubhouse.
 - ii. We are chasing a good deal for the fit-out of the clubhouse.
 - iii. We are still waiting on repairs to the Caversham clubrooms.
 - c. **Library:** nil
 - d. **Social:** Michael Broughton reported that our display at the Classic Car Show was a success with 11 cars and the chance to promote Northam.
 - e. **Regalia:** Steve Gilmour reported that sales have been slow.
 - f. **Whiteman Park:** Graeme Whitehead reported that:
 - i. Shed is now at lock-up stage with a concrete floor.
 - ii. The sewer system has been installed.
 - iii. Waiting on Motivation Foundation to complete road works.
 - iv. Estimated that we need \$50,000 to complete the project; funding is being pursued.
 - v. A trench for water and electrical connections is to be installed.
10. **General Business:**
 - a. Reported that Ian Wookey has had a stroke and is recovering well.
 - b. Reported that former club secretary Bill Screaigh has died.

- c. It was suggested that the club's financial details be published in the newsletter or made more widely available to members; discussion on the cost of running competition events.
- d. Scrutiny – suggested that some competitors take advantage of scrutiny on the day of the event, rather than attending earlier scrutiny at Caversham, without penalty.
- e. Northam – members shared their experiences at the event.

11. **Guest speaker:** nil

12. **Next Meeting:** Monday 1 May.

Meeting Closed: 8:35 pm.

VSCC OF WA CALENDAR 2022-2023

May

- 1 General Meeting
- 6 Dad's Army
- 7 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 9 Management Committee
- 15 Competition Group
- 23 Dad's Army
- 30 Dad's Army

June

- 3 Mt Clarence Hillclimb Club Hillclimb Championship Rd 2
- 4 Albany Classic Club Regularity Championship Rd 2 (Historic only)
- 5 Classic Cars & Coffee, UWA Business School Carpark, Hackett Dr, Crawley
- 10 Dad's Army
- 12 General Meeting
- 13 Management Committee
- 19 Competition Group
- 20 Dad's Army
- 27 Dad's Army

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

- 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

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**NOTE! DEADLINE FOR ARTICLES FOR THE JUNE 2023 ISSUE IS MAY 15, 2023
ADVERTISING DEADLINE MAY 11, 2023.**

VSCC NEWS

Vale Bill Screaigh

The VSCC has lost another founder member in Bill Screaigh, foundation secretary of the club and long serving member.

The club and all its members thank Bill for his dedication to the club over many years.

We also offer our deepest condolences to the Screaigh family.

Urgent Message to All Competitors!

Dear members and competitors,

"I said in 2020 that we have nearly had to cancel events at the last minute due to the lack of flag marshals and other officials needed.

The VSCC runs 4 events per year which is 8 every 2 years, and all I ask is that you give up your time to help out, 1 event every 2 years.

That means you still have 7 events to compete in".

Considering it is 3 years since I requested drivers to help with our event team efforts, I have had very few put up their hand.

And to those that did, I am very thankful.

However as each event comes around, it is the same people who have shouldered the work load and they are burnt out and would like to compete themselves.

Therefore I have no option but to form a roster demanding that every competitor forgoes 1 event in 8.

We will go through the past entry lists and roster drivers out to be flag marshals or other officials. If that particular event is not suitable for what ever reason, we expect you to nominate another.

All drivers should know the correct flags being shown at any rate so there is no excuse.

For those who are unsure it is easy enough to go onto the MSA website, use your drivers licence number and obtain an officials licence and then graduate to Bronze track, all of which you can do online.

Alternatively Ken Tonge will be running a flag course in the near future however that does mean you all have to attend. So the MSA website is your easier option.

Competition chairman,

Mark Duder.

Event Entry via Motorsport Australia

Google search "Motorsport Australia"

Click on, Motorsport Australia, log in, members portal

Enter, Member id number. Enter, Password

Click on, Event Entry (from left hand column)

Click on,+ New Entry (orange tab)

Select State (WA)

Click on, down arrow in event tab

Choose event

Click on, Next Tab (bottom right)

Read Disclaimer, Supplementary Regulations, Scrutlineering forms, fill out as required and check boxes

Select car and or enter car details, check details are correct

Select transponder number if you own one or hire one

Select Driver or enter the driver

Select Pit Bay, if available

Select activities as you want or require, Next tab

Select confirm. Select Direct Deposit. Select print

Following this complete all forms and pay

NOTE! Portal Entry cannot be achieved using your mobile phone. Please use a computer.

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WHITEMAN WISE-UPS



The septic tanks with the temporary facilities in the background

Well, not a lot has happened at the new Clubhouse in the past month – that’s if you don’t count getting “The Apparatus for the Treatment of Sewage” installed thanks to Steve Gilmour and his associates. The septic tanks and leech drains are safely buried and all pipework to the toilet base connected up ready for inspection by the City of Swan Environmental Health Department, necessary before it’s allowed to be used.

And if you don’t count getting the ten downpipes for stormwater installed: When we ordered the shed kit, we didn’t include downpipes because we

weren’t sure about how we were going to handle our rainwater. Our plan is to run the water into storage tanks – the roof is more than 500 square metres, so will collect a lot, even from a light shower, to be used for reticulation. It’s also possible to use this water for the toilet cisterns with an automated switch over to mains when rainwater storage is low. At this point we can’t afford the tanks, and water falling the 4.5 metres from the gutter pipes was eroding the foundation of the slab, so we’ve had to install plastic downpipes to take the rainwater away from the building. Thanks to the team, led by Steve Gilmour, including David Moir, Nick Danielle, Thierry Michot, Lindsay Hamersley, Brian Eyre and Michael Broughton. The plastic can largely be reused for the future system.

Graeme Whitehead has been able to negotiate an unbelievable deal for the materials required to construct the toilet cubicles and kitchen within the shed, but we can’t currently afford it, so a few Club members are chucking in a few bob each to grab the deal before it fades away – Good on ‘em, I say!

School holidays have impacted the involvement of Motivation Foundation in this project. Things like getting the floor sealed, the trench dug for the power cable from the node to the switchboard, and further work on our road system, but holidays are over next week and I’m told they will be back on site from then.

With the cable installed we will then need to install conduit and drag lesser cable within the building to provide at least one 240volt power point and one three phase socket along with lighting and emergency lighting, to the satisfaction of Western Power, who will then energise our circuits. We’ll need the light and power so that our construction of toilet walls and installation of toilet fittings can be effected.



David Moir lifts the last of the north side downpipes into position with Steve Gilmour up the ladder ready to guide the top home. Others are Michael Broughton, Lindsay Hamersley holding the ladder, Brian Eyre, Thierry Michot and Ross Oxwell.



Lindsay Hamersley's F250 proved useful for getting the spare metal sheets to the back of the block. Thierry Michot helps Lindsay to unload.

You’ll have noticed that I’ve used the terms “we” and “us” and “ours” because the building is ours, us members, paid for. 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

Chair, Whiteman Committee

(08) 9401 1449 or iroxwell@westnet.com.au

EDITOR'S RAMBLINGS

Thank You to a New Photographer

Just when I was wondering where I would get photographs of the Northam Flying 50, club member Terry Posma sent me a large number of photographs that his wife Elisabeth had taken. It was Elisabeth's first attempt at photographing one of our events and an excellent first attempt. You've already seen one on the front page, but there are more on page 17 in the photo gallery of Northam shots.

Much later, Michael Broughton sent me some shots he took at Northam and others from the Shannons Classic Car Show and from Phillip Island.

Thank you to Elisabeth and Michael for their help.



Extreme Wet Weather Driving

The photograph below, which my brother found on Facebook with the accompanying story, apparently courtesy of *HistoricRacing.com*, shows Reg Parnell on his way to winning the International Trophy in 1951.



Reg Parnell was asked by Tony Vandervell to race his Ferrari Thinwall Special in the BRDC Daily Express International Trophy race at Silverstone on 5 May 1951.

Vandervell wanted to see how his Ferrari would go against the works Alfa Romeos of Giuseppe Farina, Juan Manuel Fangio, Consalvo Sanesi and Felice Bonetto.

Fangio qualified on pole but as it was in Bonetto's Alfa 158, Felice found himself on the front row of the grid with Fangio on the second row. In the first heat Bonetto lit up his rear wheels and Fangio shot past to take the lead.

Fangio led the first lap by 5 seconds with Bonetto second and Parnell right behind him.

Four laps later Parnell passed Bonetto and started to eat into Fangio's 12-second lead. Fangio put in a quick lap and Reg eventually finished 3 seconds behind him.

Farina then won the second heat but by now ominous black rain clouds had begun to form.

As the cars lined up for the final, the storm broke with thunder, lightning, heavy rain and even hail stones just for good measure. However...unlike what we have to endure these days, this was not seen as a good enough reason to postpone the start!

With virtually zero visibility and up to 6 inches of standing water in places it wasn't long before cars were in trouble. Bonetto's electrics failed and both Fangio and Farina were struggling.

Parnell though, was made of sterner stuff and pushed on. He caught up with the leaders and passed them followed by fellow Brit, Duncan Hamilton, and the pair quickly proceeded to lap the whole field.

The conditions really were atrocious and the stewards finally intervened and waved the chequered flag. Parnell taking the win, crossing the line 21 seconds in front of Duncan and a lap ahead of the rest.

After the race Reg said, "It's a pity it was stopped as I would have liked the race to have continued. I was a minute ahead of the Italians and I am sure they would not have made this up. It was like aquaplaning in an ice-cold bath tub, but in the cockpit it was very hot and steamy so that at 80mph I only had a dim outline of the corners and only the outlines of spray telling me that another car was in front."

It is a little known fact that Reg actually spun the car during the race and he didn't tell anyone. However on his next visit to the Steering Wheel Club in London he was confronted by an enlarged photograph of him in mid gyration.

History Got Bent

Any book on Formula 1 will tell you that the first defeat of the Alfa Romeo team by Ferrari was at the 1951 British Grand Prix at Silverstone when Jose Froilan Gonzales drove away from Juan Manuel Fangio's Alfa Romeo 159 in his Ferrari Tipo 375.

However, as recounted above, Tony Vandervell's privately owned Tipo 375, badged as the Thinwall Special, actually beat the Alfas in terrible conditions in May. Eff Wun books tend to stick to World Championship races, but historians will tell you that there were many non-championship Formula 1 races over the years and the BRDC

International Trophy was one of these. They quite often attracted full works teams, whether for testing under race conditions, prestige reasons or because the starting and prize money was good.

Why the works Alfa Romeo team was at Silverstone for the International Trophy is not clear, but they certainly didn't expect to be beaten — and by a private entry at that. Fangio did manage to finish third, behind the Ferrari and Hamilton's Lago Talbot T26C, another private entry. It wasn't Alfa Corse's day.

Dangerous Things

I heard it said a few days ago that David Lloyd George, a Welshman who became Prime Minister of the UK, once said, 'The most dangerous thing in the world is to try to leap a chasm in two jumps.'

Fans and followers of Evil Knieval please take note.

Silver Arrows at Louwman Museum

Former manager of the WA Motor Museum and friend of the VSCC of WA John McLean was inspired by the photographs of the Silver Arrows of the 1930s in recent issues of *Vintage Metal* to send me photographs of the 1950s Silver Arrows that he took at an exhibition of Mercedes-Benz racing cars at the Louwman Museum in The Hague, Netherlands.

Clockwise from the right are: The Uhlenhaut Coupé, which was designer Rudi Uhlenhaut's 'company car' and was driven enthusiastically on the road; A replica of the high speed transporter based on a 3-litre road car chassis and capable of 105 mph (169 km/h) with a racing car on board, the car on the tray is a 300SLR sports racer from 1955; A W196 steamliner as used at



Reims at the French Grand Prix and the debut of the 1954/55 W196 Grand Prix cars; A W196 open wheeler

that proved to be a more practical body style for most circuits; A 300SL gullwing door racer from 1952 when these cars won at Le Mans and the Carrera Panamerica.

Juan Manuel Fangio won the 1954 and 1955 World Driver's Championship in the Grand Prix cars. Stirling Moss won the Mille Miglia, the RAC TT and the Targa Florio in 1955 in 300SLR sports racers.

Bob Campbell

DAD'S ARMY NEWS

Dad's Army has had a quiet start to April with Northam and Easter wiping out the first two weekends so the first Dad's Army day of the month was held on April 18.



In late March the boys got the clubrooms ready for the April general meeting and spent some time working on the project car.

Glynn Alison was busy fitting extensions (left) and baffles to the sump while Kevin Dorn worked on the steering (right). The chassis had meantime been stripped back ready for the installation of the rebuilt engine.

Future work will include lowering the front suspension as it sits a little



high without a sedan body on it.

The Scribe

Join Dad's Army!

Dad's Army is a dynamic group of the more mature members of the VSCC of WA and without them the clubrooms would never be cleaned and the grounds would be a veritable jungle.

Have you ever wondered who sweeps the rubbish, not to mention the Portuguese millipedes, out of the clubrooms between meetings, who mows the grass and keeps the weeds (mostly) under control in the grounds or even who liaises with Peet and Co when building maintenance is needed?

The answer to all of those questions is Dad's Army.

Founded when the club first took on the Caversham premises, Dad's Army prepared the buildings for occupation with much application of paint and elbow grease.

Since then, Dad's Army has taken on other tasks, from erecting and dismantling the marquee used as a scrutineering shed to operating the sausage sizzle that has been so much a part of recent scrutineering sessions.

With a membership consisting entirely of petrolheads, the attention of the Dad's Army group naturally leaned towards building up project cars, the list so far made up of the Caversham Car, a 1950s sports car based on an Austin A40 Devon chassis with a locally made fibreglass two-seater body, a Ford Model A pickup, a 1926 Singer and a special built from a late 1930s Standard Flying 8 chassis with engine and gearbox from a Model 77 Willys.

With a new clubroom building on the horizon, it is time to reform Dad's Army with new blood from those members of the VSCC who can spare time on a Tuesday or Saturday to prepare for the move and to set up the new building.

It's not all work. There are Christmas and Christmas in July lunches and visits to interesting places from car and motorcycle collections to stationary engines and even the railway museum. The company's good and it's a lot of fun.

It's a great way to put something back into our club and help it to grow into the future. Think about it!

DAD'S ARMY DATES - 2022-2023

	WORKSHOP SATURDAY	SECOND LAST TUESDAY	LAST TUESDAY
MAY	6	23	30
JUNE	10	20	27
JULY	1	18	25
AUGUST	5	22	29

VALE CRAIG BREEDLOVE, MAN OF SPEED



Norman Craig Breedlove Sr has passed away. He was born on March 23, 1937, and passed away on April 4, 2023.

This tribute to Craig Breedlove was originally published in Richard Parks's Motorsports Newsletter, article and photos by LandSpeed Louise Ann Noeth.

An American five-time World Record Setter, Craig was 86, and passed peacefully in his sleep surrounded by family on Tuesday, April 4, 2023, at his home in Rio Vista, California. He was the first person to surpass speed marks faster than 400, 500 and 600 miles per hour. Yadira Breedlove spoke of her husband, "He was an American treasure. Our hearts are heavy today letting him go, but we also acknowledge Craig's courage and bravery seeking motorsports honors for the United States of America. For decades, his deeds touched many, many people around the world. I shared my life with a wonderful man that I will always admire; he filled me with deep, abiding love. My intelligent, strong, happy, brave, humble husband saw life with great positivity and was always full of so many projects! For 20 years I have known joyful love, complicity, respect, and learned so much by his side. He will forever stay in my heart!" His son Norman Breedlove credits his father with demonstrating how to shepherd dreams forward, "What I admired most about dad was his tenaciousness. He

simply would not accept rejection and repeatedly went back to people and companies until he got a yes." Equally important was his father's exceptionally high quality of workmanship, "He built things as if they were pieces of art. He taught me to always give it my best, reminding me that if you are going to build it, build it to last. The Breedlove stamp of approval endures. He taught to care about what I do. I'm so gonna miss him," said Norman.

Breedlove Senior's humble hunt for speed began in his teens spending four years rebuilding a junk three-window 1934 Ford Coupe. In 1955, at age 18 and without any fanfare, he collected his first time slip on the Bonneville Salt Flats at 152.80 MPH in Class Coupe and Sedan. Inspired deeply by the line from JFK's 1961 Inauguration Speech, "Ask what you can do for your country," Breedlove put the words into jet-powered action reclaiming world honors for the USA on August 5, 1963, with a 407 MPH mark. Dethroning Britain's John Cobb, it was the first time an American's name was on top since 1928 when Ray Keech posted a 207.552 MPH record driving his 'White Triplex.' "It was the most patriotic thing I could think of. I wanted a name every American could be proud of, and 'Spirit of America' seemed like a natural." Craig said. This ushered in years of record-setting swaps with brothers Art Arfons, Tom Green and Walt Arfons driving their 'Green Monster' jet cars. "Their rivalry made each other," offered Tim Arfons, son of Breedlove's long-time rival, Art Arfons. "Without each other I think they might have ended up a historical footnote instead of splashing the front pages of newspapers worldwide."



Breedlove's astonishing accomplishments inspired The Beach Boys to include the song 'Spirit of America' as a tribute to him on their 1963 'Little Deuce Coupe' album.

All Breedlove's jet-powered cars carried the same name through his 60-year racing career. Blue Flame rocket car driver Gary Gabelich ended Breedlove's hold on the absolute World Record when he clocked a 622 MPH record in 1970, but it did nothing to weaken their bond. In his 1971 book, 'Spirit of America, Winning the World's Land Speed Record,' Breedlove inscribed: "To Gary, With my admiration and sincere gratitude for your friendship and help. Always." Breedlove was voted into Motorsports Hall of Fame of America (1993), Dry Lakes Racing Hall of Fame (1995), International Motorsports Hall of Fame (2000), Automotive Hall of Fame (2009). He earned life membership in the Bonneville 200 MPH Club in 1963. In addition to his wife Yadira, Breedlove is survived by sister Cindy Bowman, children son Norman



Craig (Stacy), daughters Dawn Marie and the late Chris Maureen Breedlove, grandchildren Stephanie Finnegen, Thomas Perry, Liana Perry, Tara Van Wieren, Brook (Breedlove) Hart, and great grandchildren Jacob Thomas, Presley Perry, Parker Perry, Paige Perry, Brenton Hall, Ryan Hart, Wren Hart and godson Luis Portilla Figueroa.

A RARE, UNIQUE ESPRIT DE CORPS

BY ERNIE NAGAMATSU



Ernie in full cry on the Phillip Island circuit.

In our 'life-time journey,' we sometimes have the fortuitous opportunity to share and experience the "Esprit de Corps," that is felt to the marrow of our bones. That life journey experience includes the hurdles and challenges thrown down like huge gauntlets at our feet. At our recent race, that special 'team'/ 'Esprit de Corps,' was the mystical convergence of people/friends that were all on a journey and mission, which happened to include an iconic old yellow Buick powered 1959 race-car. That magical experience happened in Phillip Island, Australia at the Classic Historic Races, March 9-12, 2023. All

of the team members felt like being on a period Polynesian sailing crew, on a fast sleek long vintage historic Outrigger Canoe of the South Seas, ready to challenge the Sailing Ships in the America's Cup Sailing Race. Instead of harsh weather and South Seas storms, as a challenge, it was mechanical challenges for the 1959 Old Yeller II, Buick Special... of every kind, thrown at the team, like huge spanners skipping across the garage gray worn, smooth oil stained concrete floor. The special team of Paul, John, Mark, Nikki, Damien, JT, Ernie and Elaine had survived the storms of the past years, watching the iconic Old Yeller II struggled over and over, stumbling through races time and time again... like an aged 'Prize Fighter' in the ring, fighting beyond his time and DNFs were the expected, usual and customary. The hurdles would have crushed some like a 'rock crusher' hit, but our team survived to tell 'chromed' stories. Many times they could have used the help of Retiring Chaplain of this event, Arthur Bartlett, as their knees were buckled with hurdles thrown hard, for 33 straight years. The talk of the weekend at Phillip Island from Race Fans was the recalling of the past Phillip Island Race with the OY II having an imploded 401 Buick Nailhead and the fans watching the astonishing rebuild of a rusted non-restored Buick Nailhead motor, somehow located nearby for \$1100. John and Paul along with Mark Johnson Crew relived the movie-like experience once again with the fans to make the motor live again in time for the Australia F1 Grand Prix Historic Support race in Albert Park. Challenges each day required focus and tenacity with no whimpering needed, as most incredible mechanical incidents such as the holding nut for the left Upper A Arm became unwound and caused on track, a huge wobbly erratic action that shook the left mirror to become loose and another incident with the 'throwing of the fan belt' and overheating (causing a quick snap/loop on fast percolating coolant ending on the rear tires at



Ernie's crew getting him and the car set up ready to go.



Should it be steaming like that?

turn 4 resulting in facing oncoming race cars), overheating in the Pre Grid and the billowing smoke coming from under the dashboard upon starting the fan motor, as wire shorted out from the nut replacement at the A Arm. Brakes locking too quickly and quick change back to softer pads and final rear shock adjustments. Every setback placed us in the back of the 38 car race grid each time, but gave us a moment at the 'Standing Start'... 5 red signal lights hung high and horizontal... to 'drag race' towards front quickly at the start with the mighty Buick Nailhead torque. Mark amazed with his installing new torsion bars and analyzing the handling issues that were finally...finally resolved along with the rebuild of the 401 Nailhead into a durable potent 'tree trunk pulling' rocket of massive torque was a sight and sound to hear... distinctive 'Nailhead', not like a Chevy, Ford, or lofty dark sun glass wearing exotic Foreign Imports, yes... more like a Jamaican 'Steel Drum Band' with Bob



Keeping the young fans happy.

and Ina for the long delay.' The Old Yeller II started to breathe more heavily through the Stromberg 97s, or so it seemed with each 'fix' by the team, as the mighty Old Yeller II looked like it had a swig of 'Red Bull' and began to suck up track real estate, in chunks, on any 'straight' or long 'sweeper' on the track and drama had included smoke and almost fire along the way! Each lap the OY II was feeling the 'hustle' and stride better and exponentially faster, as one could hear the steering wheel resonate, with echoes of sounds... becoming more audible and louder and louder, 'Bring it, Bring it, Bring it...,' my 'Hoosier' tires are warm and ready.

The last Sunday seven lap race, we were gridded at the back again with the ubiquitous malfunctions we faced and the last slippery turn 4 'coolant loop', brought another chance for a 'drag race' at the start... whoosh, rushing through the gridded 38 cars and soon at the turn 7-8 kink- turn, we were 'hammering up' and ahead



Ernie and Elaine with the littlest fan

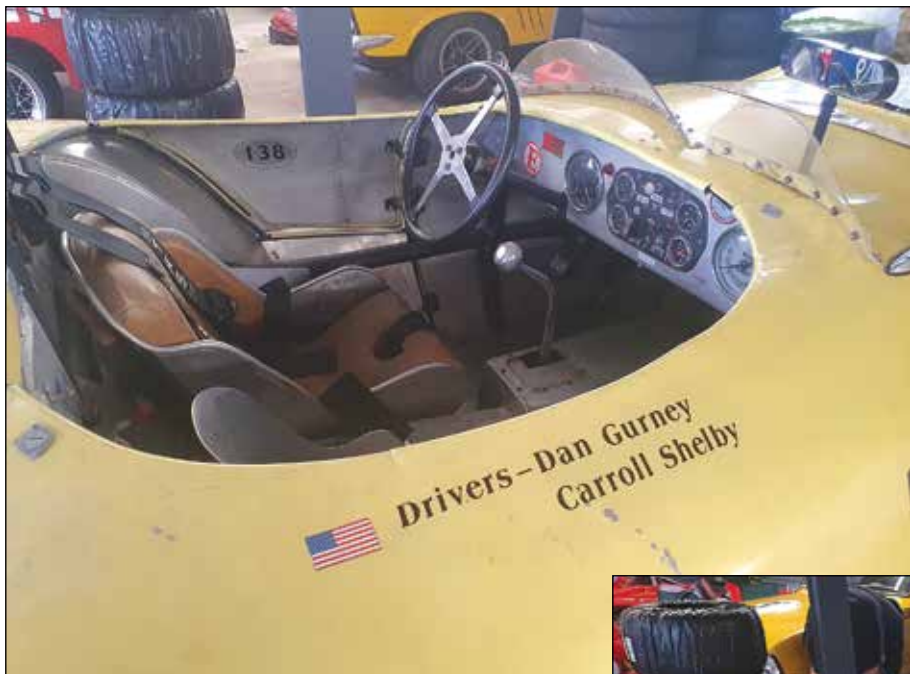
Marley singing, 'No, woman, no cry...' The roar of the monster Buick was heard and it was like the movie... 'It's alive!'... now howling fast along the long front straight begging, 'Let's Roll'. It was like 'Merlin' the legendary Mystic Wizard waving his golden Camshaft across the Old Yeller II... in a swirl of glittery diamonds in the sky and each of us on team that never stopped believing deep and strong... trusting in our hearts, along with feeling of the rare, truly once in a lifetime, feeling the mystical 'Esprit de Corps' that was slowly rising and hugging us softly, stronger each time... trusting that one day will come that the Old Yeller II could reach the potential that Max and Ina envisioned... in late fall of 1959 at a big white garage on Hollywood Blvd that never had a sign, as Ina drew the legendary 'chalk lines' on the 'Hollywood Motors' Garage floor for the Old Yeller II chassis design and Max sitting on a small 'milk crate' within the chalk lines at the driver location, 'Sorry Max



That co-driver has an odd way of getting settled.

in clear sight were the top front running 5 race-cars and I whispered, 'I'm back, guys.' Oh No, Red Flag, Red Flag and the race was stopped abruptly, as three Formula cars had tangled and off track. The Post Race check discovered the prior problem, as per Mark, 'When we removed the fan, missing was one of the screws that holds the generator together. This screw (AU \$.49) had vibrated loose, contacted and stopped the fan, thrown the belt off, overheated the motor, discharged 11 litres of coolant onto the tyres and caused the car to snap/ break loose and rotate!!!'

The golden sun was slowly sinking into the Australia Summer Time horizon, late Sunday afternoon, as Nikki received the 'Team Inspiration' Award from JT, Paul and John... with strong 'team' hugs everywhere, how perfect is that!! My comment to proud Mark Johnson, after coming off the track and into the paddock garage, during the weekend, 'This is the very best ever 'run' in over 33 straight years of racing this Old Yeller II... that was a matchless and priceless moment! After the races, Sunday afternoon, we were all gifted to that extraordinary moment while saying our goodbyes and warmed in the golden low angular rays of the late afternoon Australian sun, it was then that we all truly realized that the 'Esprit de Corps' can only be felt deep in the hearts, in our 'journey in life'. Hugs can be 'deeper' and thank you team... for believing and trusting that special dream we all had, through the years!



Ernie Nagamatsu and Old Yeller II

Starting with Old Yeller II, there was of course an Old Yeller I and more of them up to IX and even an almost stillborn Old Yeller X. They were built by the husband and wife team of Max and Ina Balchowsky at Hollywood Motors. Ina was definitely part of the team, both as a welder and fabricator and as pit crew for Max when he raced one of his Buick specials.

The Old Yeller cars were built from 1955 to 1963, but II is the most famous, firstly because of its performance in the hands of some of America's best racing drivers and secondly because of its second career as a historic racer in the hands of the Nagamatsus.

Old Yeller II was built in 1959 with some assistance from Peter Brock, designer of the Cobra Daytona Coupés. Max bragged that it cost him exactly \$1456.72. Value for money!

As can be seen in the photograph above, taken by Michael Broughton at Phillip Island, the old car has boasted Dan Gurney and Carroll Shelby as drivers. to quote from a 2019 article by Adam Guthrie, 'Amazingly Old Yeller was first raced professionally by Dan Gurney at Riverside International Raceway in May 1960 at the Riverside International Sports Car Grand Prix. Two months later Carroll Shelby raced the Old Yeller II at Road America in July 1960.'

Max called the car the 'Junkyard Dog' as it



Michael Broughton took this shot of Old Yeller at rest, showing the tail that was hammered out of recycled Coke and Pepsi signs.

was built from recycled parts, but it was built carefully. In an article for Hagerty Media in December 2022, Brendan McAleer said, 'Max was more careful than he let on. He stockpiled junkyard parts but used a flow bench to tune and select intake manifolds. He tested tyres with a durometer... There was also some extra chassis bracing for driver safety, and even a forward-thinking crumple zone up front. Old Yeller II was a mutt, but a smart one.'

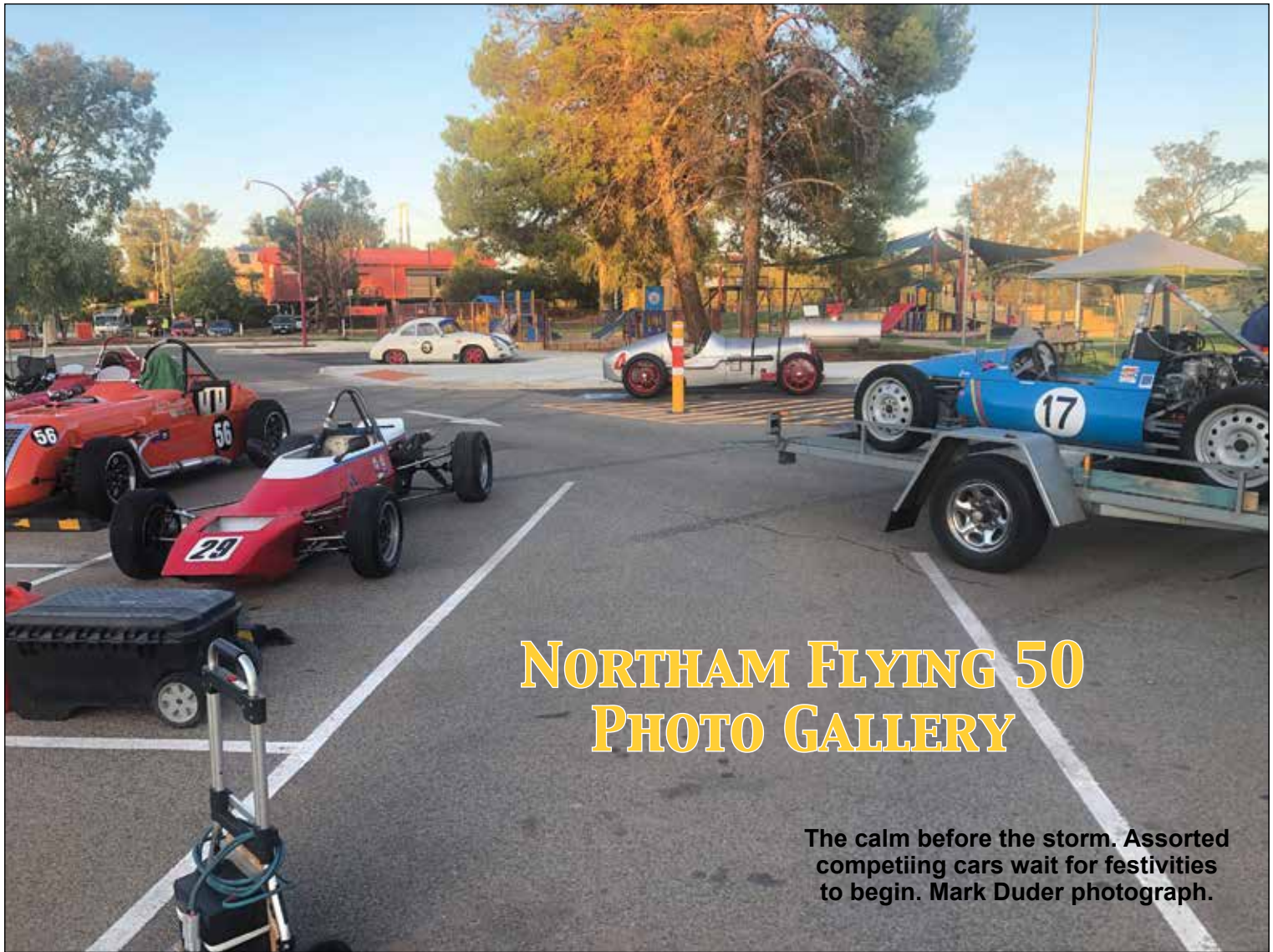
Ernie first met Max when Max was in his fifties and they became fast friends. Ernie bought Old Yeller II in 1989 and he and Elaine have restored it to how it was in 1959. Ernie has raced it at Goodwood, Phillip Island and in New Zealand as well as at various tracks across the USA. Long may he continue.



Road America, July 1960. Carroll Shelby in Old Yeller, Augie Pabst in the Scarab both retired, Shelby from a 51 second lead, and Jim Jeffords won in a Maserati Birdcage.



Nikki's Team Inspiration Award



NORTHAM FLYING 50 PHOTO GALLERY

The calm before the storm. Assorted competing cars wait for festivities to begin. Mark Duder photograph.



Above left, above and below left: Group 4 cars lined up ready to go. Elisabeth Posma photographs.



Right: Doug Todd, Ballott, and Mike Sherrell, MG TC, on the dummy grid. Elisabeth Posma photograph.



Marino Evangelisti in his Alfetta GTV leads Bruno Marchesi in the Mazda RX3 and a distant Z-car.



Phil Shephard, E-type, leads Andrew Armstrong, Datsun 260Z



Rami Brass keeps his MGB ahead of Simon Loh's Alfa Romeo GTV and John Reed's Alfa Giulia Sprint.



Dave Blainey's Porsche 911 leads Mike Guelfi's Porsche 944 and Bruno Marchesi's Mazda RX3.



Brent Johnson in his Triumph TR7 leads Christopher Bothams, Datsun 260Z and Marino Evangelisti's Alfa.



John Skinner's Ford Zephyr Special with Bruce Allen's Formula V.



Barry Mackintosh in the Salmson Bartlett Special.



Christopher Mackintosh enjoys the Salmson GSS.



Franklyn George in the Ford Y-Block Special shows the way to Craig Atkins, Morgan, and Geert de Klerk, Austin 7.



The programme says it's a Jaguar Special, but Tony Brett is in his Austin Healey Sprite.

All photographs on this page are by Elisabeth Posma.



Brent Johnson's Triumph TR7 and Sarah Fry's MGB wait to go out on to the circuit.

Leone Magistro's Alfa Giulietta Sprint with Michael Broughton's Porsche 356 SC and Simon Loh's Alfa.



David Blainey's Porsche 911, Christopher Bothams' Datsun 260Z and Martin Falconer's 280Z head the queue.

Martin Falconer's Datsun 280Z and Peter Pelham's 260Z with the Pursers' Commodore and Falcon behind.



Mike Guelfi's Porsche 944 with Andrew Armstrong's Datsun 260Z behind.

Rami Brass's MGB and Doug Vanzetti's Triumph TR4A.



John Reed's Alfa romeo Giulietta Sprint poses for the camera.

William Knuble politely waits for the pedestrians in his Triumph TR2.

All photographs on this page are by Michael Broughton.

The Northam photographs on the next two pages were taken by Elisabeth Posma.



Sandra Stephenson in her special, powered by Stovebolt Chev.



Tony Fowler exercising his Triumph TR3A.



Brian Eyre in the Bob Kingsbury built Peugeot special.



Gary West enjoys his Dodge special.



Shane Lawson leads the way in his Leyland Mini, followed by Ken Waller's Volvo 142S and Matthew Lawson's Leyland Mini.



Adrian Vernon's Leyland Mini Clubman ST chased by Mark Jones's Peugeot 205 GTI.



Peter Hammond in his Holden FJ followed by Syd Jenkins in his Morris Cooper S.



Doug Jack's Chrysler Charger E55 followed closely by Jamie Scott's Ford Escort Mk II and Russell Cooley's Falcon XY GTHO.



Russell Cooley's Falcon XY GTHO pursued by John Purser's Holden Commodore VC HDT Replica and the Don Behets Ford Galaxie.



John Purser's Commodore chased by Don Behets' Galaxie and Keith Hornsey's Studebaker Lark.



Flag Marshal Steve Gilmour looks on as Geoffrey Metzki, Ford Escort Mk I chases Keith Hornsey's Lark out of the Post Office corner.



John Purser chases Doug Jack while the local traffic continues in the background.



Lindsay Hamersley pushes his Mustang out of Post Office corner as William Robb brakes heavily in the XP Falcon.



James Mason accepts some assistance in his Triumph Spitfire Mk 3.



Christopher Mackintosh all set to go in the immaculate Salmson GSS.



Ed Floate ready to go with Simon Fry's Austin 7 Special just behind, Sarah Fry's MGB and Craig Atkins' Morgan in the background.

PHOTOGRAPHS FROM CAVERSHAM DAYS

Three photographs on this and following two pages are scanned from Dave Sullivan's collection, with one shot from the Primotipo web site and two colour shots from Max Gamble's collection. I've done my best to identify cars and drivers, but would appreciate any extra information from VSCC members and other readers. Note that some photographs are slightly water damaged. I would suggest that you visit the Primotipo web site (primotipo.com) but I do not wish to be blamed for the hours you might while away exploring the site, which is fascinating.



No, this is neither from the Dave Sullivan collection nor Ken Devine's but I lifted it from the Primotipo (primotipo.com) article on Stan Jones. It shows the Stan Jones, Lex Davison and Tony Gaze Holden 48/215 in the 1953 Monte Carlo Rally 'somewhere in Europe'. The attitude of the car in the corner is familiar to any follower of 1950s and early 1960s Australian motor racing. All the Humpies heeled over at that angle when pressed through a corner, whether they be driven by Norm Beechey, Dave Sullivan or a host of other Holden punters of the period.

To quote Primotipo, The racers were competitive, finishing sixty-fourth, at one stage having been in the top ten amongst much faster cars in a field of 440 far

more experienced teams, in a Repco prepared Holden FX or '48-215'.

Graham Howard describes this as 'one of the great feats of Australian motoring, this trio clean-sheeted from Glasgow to Monaco and then finished 64th after minimal reconnaissance, in the final elimination, with Jones working stopwatches while sitting sideways across the front bench seat so he could use his feet to brace Davison behind the wheel'.

I received confirmation from Lindsay Taylor that this was not the CRD Renault that he built. He told me that it had a bigger capacity engine than his car, but still Renault. However, Lindsay could not remember the name of the owner/driver.



Dave Sullivan was out of town when this photograph first appeared, but he was quick to identify the Holden as his father's car. However, the Triumph chasing Brave Dave is still a mystery. There are a couple of candidates, but no definite identification.

Rod Waller emailed to say that this is Jeff Dunkerton in the MGA leading Jack Ayres in the Holden Sports at Albany and not Max McCracken as I had thought.

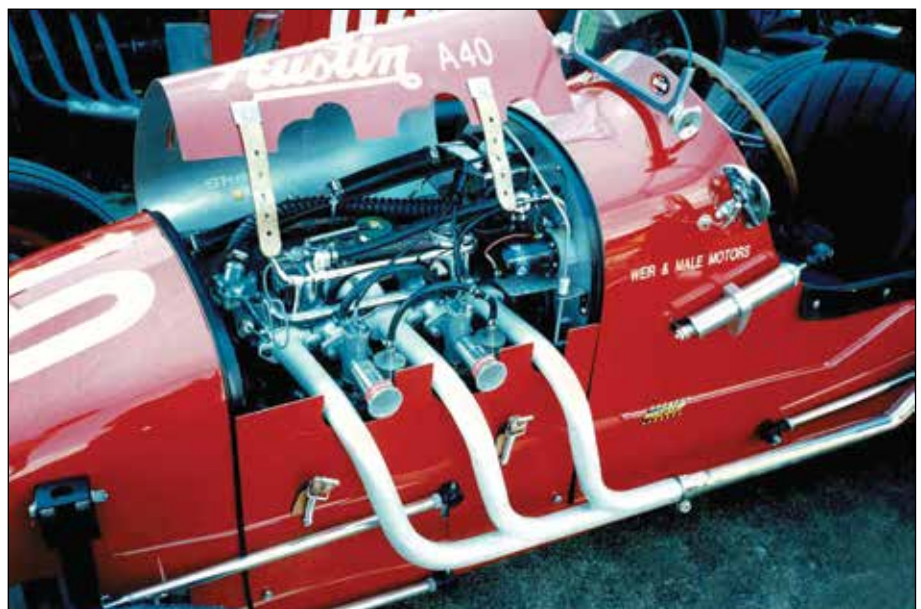


The Austin A40 Special built for Weir & Male Motors of Melbourne by Ken Wylie and his brother Arthur. The Wylies built a number of specials including the Sheerline Special and the Wylie Javelin that Joe Caudo drove in VSCC events a few years ago. This one had Austin A40 Devon mechanicals with careful attention to the head and, initially, twin Amal carburettors. At one stage it was fitted with a Marshall Roots supercharger. A tubular frame was designed and built by Ken Wylie and the body is of 18 gauge aluminium. At one stage in its history it was fitted with an Austin A50 engine of 1489 cc, but a recent article credits the car with 1200 cc, which would indicate an A40 engine.

This shot, taken like the one above, by Max Gamble at Amaroo Park in 1992, shows that the car was again fitted with twin Amal carburettors.

The car was built in 1948 and passed through the hands of a couple of owners after Weir & Male before Ken Wylie bought it back in 1951. It seems he intended to rebuild the front end with swing axle front suspension, but in this shot it looks more like a beam axle is fitted.

According to John Blenden's *Historic Racing Cars in Australia*, it has had several owners since then, but we hope is still racing. Does anyone know more?



The photographs on the next 2 pages are from a folder on my computer called 'Caversham shots for VM'. I can't remember who sent them to me, but I think it was Bill Richards, currently President of the Austin Healey Club of WA. I don't know who the Sprite drivers are, although one of them had his car prepared by John Hagarty. He also has a hardtop fitted, which shows a degree of forethought.

The colour shots are from 1964 and 1965 and the 1965 shots are from the start of the 6 Hours Le Mans race, but that's all I know.



I'm hoping that someone remembers this car and driver.

Preparation by John Hagarty was obviously the right way to go, as this car reached the finish and 6 hours is a long drive, especially in the wet.



This guy probably had to bail the car out after the race and I don't think that roll bar meets today's MSA requirements.



6 Hours Le Mans race 1965 is all I have on this shot, which is of the starting line-up with officials wandering about on the track.

And they're off! I wonder how many took to the gravel in the foreground? Stan Starcevich has made a good start, but Ron Thorp is taking it easy in the Cobra from pole position.



This is identified as Caversham 1964. Can anyone identify the drivers?

This has to be Rod Donovan. The photographer must have been excited because the image is not really crisp.



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PHILLIP ISLAND WITH MICHAEL BROUGHTON



The WA contingent ready to head out for Phillip Island. Porsche 356SC Coupe – Michael Broughton, Porsche 944 Turbo Coupe – Mick Carrati, Porsche 911 Carrera Coupe – John Wilding, Porsche 911 Coupe – David Blainey, Triumph TR8 – Kim Screagh, Porsche 911 Carrera Coupe – John Morrow.

The spectator cars at Phillip Island could be as spectacular as the racers, like this 1930s Mercedes-Benz (above) or the Porsche 356 on display (below).

We also had other WA entrants including; Phil Shephard – E-Type Jaguar, Mike Clynk – VK Commodore SS Group A, Mike Miller – VH Commodore SS, Paul Crute – Ford Mustang, Phillip Moore – Ford GT40 and Paul Kingston – Holden VE Commodore.



Michael Broughton attended the 34th Phillip Island Classic Festival of Motorsport in March and brought back a few photographs of which these are a sample.

Michael's Porsche disgraced itself by collapsing the pulleys that drive the cooling fan, generator and other essential bits and pieces. Fortunately a local workshop came to the rescue with the necessary spares and Michael was able to enjoy this amazing event on the wonderful Phillip Island circuit.



LeytonHouse and Joest Porsches with Cobra.

More of Michael's photographs from Phillip Island are on the next two pages. I've done my best to identify the cars, but if they weren't competing or the numbers were not visible it was difficult.

I'm fairly sure that this is Andy Newall's McLaren M6B



Aaron Lewis's Ferrari P4 Replica.



Cooper T75 BRM Formula 2 car said to have been a Team Tyrrell car driven by Jackie Stewart.



An unidentified Ferrari and behind it the Frank and George Coad built Vauxhall Special.



This Harley-Davidson looks like a flat track racer.



A very business-like Triumph combination.



Gerard Lawson's Lotus 11 Le Mans and Martin Utber's Vauxhall Cresta made up to look like a Frank Coad car.



Michael Broughton's Porsche 356 SC.



If you fancy setting an outright lap record at Wanneroo, this ex-Rick Mears Penske PC16 is for sale.



Peter Saglietti's Aston Martin SV2S.



Dr Patel's Porsche 962 with the Joest car ahead of it and Joe Calleja's Corvette at the back



Trevor Montgomery's Alfa Romeo 6C.

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Donnelly who raced it widely and successfully at NSW venues until 1966 when it passed through a couple of "private" owners and then to Paul Hamilton in whose care it was very successful as a marque sports car. Passing through more "private" owners it was rescued in the mid 1990s by Ian Barbarie who embarked on very comprehensive no expense spared restoration using the very best of componentry. It features a highly developed non

crossflow Ford 1600 engine with twin Webbers, close ratio straight cut Ford gearbox, LSDiff and strengthened rear axle components and updated suspension. All of which were factory homologated items. It comes with a virtual truckload of spares including body moulds, wheels, diff, engine parts, and the original windscreen etc. It comes with a comprehensive history file and photos, expenditure invoices, setup info and CAMS C of D. It is currently on NSW historic rego which is non transferable.

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