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VINTAGE METAL

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

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Next General Meeting: Monday 4th September 2017



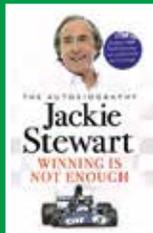
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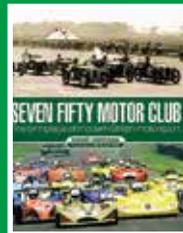
Dad's Army



Strategic Planning



From the Library



Book Review



Vintage Sports Car Club of WA (Inc.)

ABN 49 845 981 838

PO Box 1127, GWELUP WA 6018

Telephone: (08) 9244 1550

Email: admin@vscwa.com.au

OFFICE BEARERS 2016/17

President: Rob Ozanne mobile: 0429 556 134 Email: jenrob@westnet.com.au
 Treasurer: Evan Edwards mobile: 0419 918 196 Email: eedwards@lomvac.com
 Secretary: David Moir mobile: 0400 813 141 Email: david.moir@iinet.net.au
 Administrative Officer: Sheryl Swarbrick mob: 0416 025 667 Email: entries@vscwa.com.au

Club Management Committee:

Paul Bartlett:	Mobile: 0419 907 378	Email: pkbart@bigpond.com
Craig Bradtke:	Mobile: 0408 913 926	Email: rbradtke@bigpond.net.au
Ron Fabry:	Ph: (08) 9457 9179	Email: rfabry29@hotmail.com
Ed Farrar:	Mobile: 0409 311 366	Email: edhfarrar@gmail.com
Mark Jones:	Ph: (08) 9387 3897	Email: markljon@iinet.net.au
Len Kidd:	Mobile: 0422 797 461	Email: an.len@live.com
Ivan Okey:	Mobile: 0447 267 938	Email: yekornavi@yahoo.com.au
Brad Peters:	Mobile: 0427 401 513	Email: bpet1960@bigpond.net.au
Lou Symes:	Mobile: 0412 417 223	Email: steelpipe@optusnet.com.au
Mike Upton	Mobile: 0415 432 975	Email: mupton@chariot.net.au

Club Officials 2013/14:

Competition Secretary & Committee:	Paul Bartlett (Chair) - 0419 907 378	
Dads Army:	Ron Fabry Ph: (08) 9457 9179	Email: rfabry29@hotmail.com
Regalia Officer:	Ivan Okey — Mob: 0447 267 938	Email: yekornavi@yahoo.com.au
Bar Manager:	Graeme Whitehead - 0412 919 370	
Membership/Entries Registrar:	Sheryl Swarbrick — Email: entries@vscwa.com.au	
Vintage Metal:	Bob Campbell — Email: bob@campbellfreelance.com.au	Ph: (08) 9279 7555 Mobile: 0419 849 835
Web Master:	Frank Clay — Mobile: 0448 013 288 — Email: frank@tactico.com.au	
Historian 1969 on:	Len Kidd — 0422 797 461 — Email: an.len@live.com	
Historian pre-1969:	John Napier-Winch (08) 9404 8863	Email: houseofwinch@gmail.com

Librarian:	Mark Jones — (08) 9387 3897 - Email: markljon@iinet.net.au	
CAMSWA Sport and Club Development Comm:	Paul Bartlett	0419 907 378
Council of Motoring Clubs WA:	Graeme Whitehead	0412 919 370
Concessional Examiner:	Boyd Kolozs	Mobile: 0466 791 298
		Email: kolozs@westnet.com.au

Chief Scrutineer:	Barry Mackintosh	0497 136 523
	Max Gamble	(08) 9276 2903

VSCC Log Books:	Group JKL	Max Gamble	(08) 9276 2903
	Group MOPQR	Neil McCrudden	0407 867 473
	Group N	Steve Boyle	0419 904 734
	Group S	Tony Brett	0427 004 709
	Clubmans	Craig Bradtke	0408 913 926

FROM THE PRESIDENT

Hi Folks.

Time flies when you are having a good time. I'm sure it was only last week when I sat down to write the August President's report and September's is already due on Friday.

At this time the Management Committee (MC) is wrestling with a number of important issues that will affect the future of the VSCC. These include our tenure in the Caversham Club house, obtaining a lease over the "D" circuit, the administration of our events, the updating of our constitution and settling the often asked question....

"Should we run regularity events only or a combination of regularity and racing?"

Each time these topics are discussed the members of the MC have divergent views, usually dictated by their own personal ideas, on where they think the VSCC should be headed in the future. Not a good way to achieve cohesive decision making.

The Club needs to have a long-term plan for the future to guide the decision makers. In consultation with the members we must re-visit the aims of the Club, bring them up-to-date and then work out effective strategies to ensure those aims are realized. The most effective way of doing this is to run a workshop involving a number of interested members.

Six years ago twenty members met on two Sundays to develop such a plan. Unfortunately there wasn't any follow-up and only some of the outcomes were implemented.

Maybe it's time to run another workshop, revisit the outcomes of the previous one and bring them up-to-date. To give interested members some idea of what is involved I have asked to have the outcomes of the 2011 workshop printed in this edition of VM. It would be very helpful to get your feed-back on this idea. (See page 18)

Recently Paul Bartlett and I drove to Albany to attend a Seminar funded by the City of Albany and facilitated by the Australian Institute of Company Directors. The Seminar focused on the roles and responsibilities of the administrators of not-for-profit organizations. It examined the duties and responsibilities of administrators, the role of regulatory authorities and the potential personal liability of management committee members. (Very enlightening).

While in Albany we met with Bruce Manning, CEO of the Great Southern Development Commission, and, in a separate meeting, with a team from the City which included the CEO, Andrew Sharp, and a team from the administration. The discussions with these two bodies concentrated on a five year financial agreement for the Classic and the formation of a more inclusive event organizing body.

On a lighter note, it was great to have fifty one members attending the August General Meeting. Michael Broughton was the guest speaker and talked about the history of his ownership of a Porsche 356. In my mind Mike typifies the essence of what our club is all about. He has owned his car for many years and under his care it has been restored with originality in mind and looked after like a family member. It is driven to events, (no trailer for this old girl) enthusiastically raced and driven home again. Just like they did in the good old days.

Enough waffle from me. Safe driving and I hope to see you at our next General Meeting on the 4th of September.



Rob Ozanne

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

Minutes of General Meeting

Held at the clubrooms, Caversham, 7 August 2017

1. **Meeting opened:** 8:05 pm

2. **Apologies:** Paul Bartlett.

3. **New Members and Guests:** Paul Morton (guest of Ed Farrar)

4. **Adoption of minutes of June meeting**

Moved: Max Gamble **Seconded:** Paul Wilkins Carried

5. **Business arising:** Note the July General Meeting was cancelled due to a power failure.

6. **Treasurer's Report:** Sheryl Swarbrick reported for Evan Edwards. Current balances are available to members from Evan Edwards.

Acceptance moved: Paul Wilkins **Seconded:** Craig Bradtke Carried

7. **Secretary's report:**

David Moir thanked Sheryl Swarbrick, Christine Farrar, Brad Screaigh and others who carried out the Secretary's duties while he was away.

Correspondence In:

1. Shannons Insurance – renewal invoice for Caversham car (SS & EE)
2. Returned newsletters (SS)
 - a. Vicky Clarke
 - b. Robert Walton
 - c. Robert Mitchell
 - d. Rami Brass
 - e. Geert de Klerk
 - f. Raymond Arthur
 - g. Gerard Luscombe
 - h. Henry Oosterbaan
3. Change of address – John Davies (SS)
4. Great Southern Weekender – invoice for Albany Classic (VC & SS)
5. BC Electrical & Security – invoice for power issues at clubrooms (RF & SS)
6. Westpac – term deposit interest statement (EE & SS)
7. Westpac – cheque account statement (EE & SS)
8. VSCC Vic – newsletter (MJ)

Correspondence Out: nil

(Note: due to hand-over from acting Secretaries and the Secretary's computer malfunction, this report is incomplete)

Moved: David Moir **Seconded:** Alan Guelfi Carried

8. **President's Report:** Rob Ozanne reported

• **Strategic Plan** – the Management Committee is concerned at the lack of a strategic plan for the club; the club has several significant matters requiring decisions in the next year or so such as:

- i. The Caversham D Circuit

- ii. Clubrooms
- iii. Event organization for Round the Houses events
- iv. Racing vs. regularity
 - **Clubrooms** –
 - i. Peet & Co have been awarded the contract to develop the Brabham estate
 - ii. Rob and Ed Farrar have met with an adviser to Minister Rita Saffioti and plan to meet with the Minister this week to gain her support for the club's continued use of the site
 - iii. We need to evaluate the feasibility of leasing or ownership of the current clubrooms and the Management Committee will consider this next week – Paul Wilkins has offered to develop a proposal to develop the clubrooms and incorporate a Men's Shed
 - Constitution update – Mike Upton is working on a revised constitution to comply with new government requirements for associations.
 - Annual General Meeting
 - i. The AGM will be on 6 November and nomination forms will be in the next Vintage Metal
 - ii. We particularly need a suitable member to nominate as Treasurer as Evan Edwards is stepping down.
 - Albany visit – Rob and Paul Bartlett visited Albany last week to:
 - i. Attend a workshop for administrators of not-for-profit organisations (emphasised the need to comply with rules; suggested a change of responsibilities for the Management Committee closer to directors and board members)
 - ii. Meet with the Great Southern Development Commission and the City of Albany to explore opportunities to change the management of the Albany Classic to make it more inclusive.

9. State of Play Reports:

- **Competition:** Craig Bradtke reported that:
 - a. A course to train officials to CAMS Bronze level will be held at the Clubrooms on 26 August [See page 9 for details and date change to 27 August]
 - b. He had recently met with Mick Murray, Minister for Sport & Recreation at Collie.
 - c. The club will be running the Collie Coalfields 500 meeting on the 30th of September and the 1st October
 - i. Incorporating a 2-hour endurance race
 - ii. The hillclimb will not be held due to work on extending the race track
- **Workshop:** Ron Fabry reported that:
 - a. There had been another break-in at the Clubrooms with some damage and tools stolen
 - b. Thanks to Jack del Borello for making badges for the Caversham car
 - c. The motorsport display at the Whiteman Park museum had been brought up to date
 - d. The recent visit to the Railway Museum was very successful
 - e. A stock-take has been completed of all items at the Clubrooms
 - f. A visit to the Fiora workshop is planned for 13 September
- **Library:** Mark Jones reported on updates to library
- **Social:** Ed Farrar and Len Kidd reported that:

- a. The Swan Valley Run will be held on 15 October
- b. The Christmas dinner is planned for 4 December and a guest speaker is being sought
 - **Regalia:** Ivan Okey reported that:
 - a. Some old stock of T-shirts and polo shirts was available at reduced prices
 - b. Spray jackets with VSCC logos are available @ \$45 - \$50 each
 - c. All future clothing stock can be purchased by order only and will be available within 4 to 6 weeks
 - d. Caps are available @ \$15 each
 - **Caversham:** Lou Symes reported that the Dept. of Planning is expected to agree to a lease over the ribbon of the D Circuit which will provide room for turning areas to enable sports to be run in both directions and allow entry and exit to the main straight.
- 10. **General Business:**
 - **Tony Brett** reported that the club's hillclimb championship will be limited to two rounds this year
 - **Graeme Whitehead** reported on CMC correspondence on new requirements banning asbestos in imported cars
 - **Tom Benson**
 - i. suggested that the club's committee members would have similar responsibilities to board members
 - ii. called for nominations to the election of office bearers for CAMS for 2018
 - iii. noted the deaths of Bob Pinkerton and Anita Fellows.
- 11. **Guest speaker** — Michael Broughton spoke about some of the sports cars he has owned and the Porsche 356SC he has had for 25 years and which was on display at the meeting.
- 12. **Next Meeting:** Monday 4 September.
- 13. **Meeting Closed:** 9:55 pm

The Vintage Sports Car Club of WA (Inc)

NOTICE OF ELECTION FOR OFFICE-BEARERS

The Annual General Meeting of the VSCC of WA will be held at 8:00pm on the 6th of November 2017 at the VSCC of WA Clubroom, Harrow Street, Brabham. **At least four Club Management Committee positions (including the position of Treasurer)**, will be declared vacant on that day, and an election (if required) will be held to fill them. In accordance with the Club constitution, nomination for all positions will need to be received by the Secretary, David Moir, by close of business Monday 16th October 2017. Nominations, in writing, can be accepted only from financial members of the club and must be proposed and seconded by financial members of the club. They may be on the form which will shortly be on the Club web-site, available by post from the Secretary or you can lift/photocopy the form from pages 16 and 17 (centre spread) of this newsletter.

Rob Ozanne
President

VSCC OF WA CALENDAR 2016/2017

August

- 27 CAMS Officials Training Course (Details from Craig Bradtke)
29 Dad's Army

September

- 2 Workshop Saturday
4 General Meeting
11 **Copy Deadline October *Vintage Metal***
12 Club Management Committee
13 **Dad's Army Morning Tea and Tour at Fiora Metal Products (See page 10)**
18 Competition Group
19 Dad's Army Working Bee
26 Dad's Army
30 Collie Hillclimb (Club Hillclimb Championship Rd 3)

October

- 1 Coalfields 500 (Club Regularity Championship Rd 3, State Historic Regularity Championship, State Historic Race Championship)
2 General Meeting
7 Workshop Saturday
10 Club Management Committee
11 **Copy Deadline November *Vintage Metal***
15 Vintage in the Valley
16 Competition Group
24 Dad's Army Working Bee
31 Dad's Army

November

- 4 Workshop Saturday
6 Annual General Meeting
11 **Copy Deadline December *Vintage Metal***
14 Club Management Committee
20 Competition Group
21 Dad's Army Working Bee
26 Vintage Stampede, Barbagallo Raceway (Club Regularity Champs Rd 4)
28 Dad's Army

December

- 2 Workshop Saturday
4 Annual Dinner, Awards Night and General Meeting
12 Club Management Committee
18 Competition Group
19 Dad's Army

EDITOR'S RAMBLINGS



Inexpensive competition cars

If you are looking for a way into competition that doesn't break the bank, turn to page 31 for the advertisements for David Hartley's Formula Vee (offers under \$50) and Robin Ferguson-Stewart's re-creation of Vic Watson's Hurricane V8 (offers invited). The Formula Vee needs a bit of work and it's trailer is unlicensed, but the Hurricane is ready to go.

Dad's Army Invitation

The Dad's Army convenors have been so impressed by the success of outings like the recent tour of the Railway Museum that they have decided to invite VSCC members to join them on more similar events. See page 10 for details of the next function, a morning tea and tour of the premises at Fiora Metal Products in Cannington. All VSCC members are welcome, so contact Graeme Whitehead to book.

Training New Officials

You will read on the opposite page about the training course for CAMS officials to Bronze Level, to be held at the VSCC Clubrooms on Sunday August 27. Craig Bradtke has put a lot of time and effort into setting up this course and the committee of the VSCC and I share the hope that it will be strongly supported by VSCC members.

Coalfields 500

The reason for getting the training course for officials organised in August is so that some of the newly qualified officials can assist in the running of the Coalfields 500 at Collie on the weekend of September 30 and October 1.

To help the new officials to settle in, Craig has persuaded CAMS Gold Clerk of Course Mike Dennis to come to Collie and officiate as Clerk of Course. Those of you who attend the Phillip Island Classic will know Mike as the Clerk of Course there. He also acts as Deputy Clerk of Course at the Sandown 500. Our officials can learn a lot from Mike and this is a great opportunity for all of them.

Acknowledgements

I have had help from a number of VSCC members in putting together this issue. Rob Ozanne recalled the working party that looked at strategic planning for the future of the club back in 2011 (page 18), Craig Bradtke provided details of the officials training course that he has organised with CAMS support (opposite and above) and cartoonist Chris Slane (www.slane.co.nz) gave permission to use his cartoon on page 20.

Bob Campbell

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NOTE! DEADLINE FOR ARTICLES AND ADVERTISEMENTS FOR THE OCTOBER ISSUE IS SEPTEMBER 11.

VSCC NEWS

CAMS Officials Training Course to Bronze Level

As you all know, the VSCC is short of trained officials to administer competitive events and has to fall back on asking assistance from other clubs, particularly the WASCC. Other clubs have the same problem, which has led Craig Bradtke to organise a training course for CAMS officials to Bronze Level, to be held at the VSCC Clubrooms in Brabham on August 27.

For details of the course, contact Craig on 0408 913 926 or email rbradtke@bigpond.net.au.

Prospective officials will gather at the clubrooms at 9.30 am to register for the course, which will begin at 10.00 am and finish in the mid-afternoon.

CAMS is running the course for members of the WA Historic Touring Car Club, Formula Classic and Sports Car Builders Club of WA as well as the host club, the VSCC of WA. All of these clubs need in house officials to help run their events.

Some of these newly qualified officials will get their baptism of fire at the Coalfields 500.

Car of the Month

Guest star at the September general meeting will be Julian O'Hara's Ford GT40, accompanied by Julian who will introduce the car and explain its construction and features. Julian built the car from a kit, so he has an intimate knowledge of every part of it and his explanation should be both detailed and interesting.

The GT40 is one of the most replicated cars, probably second only to the Cobra. It has the advantage over the Cobra that you don't get wet when it rains, but it does lack the macho wind in the hair image of the roadster. Neither, apparently, is easy to get into or out of [I know this of the Cobra from personal experience of a Cobra in Rod Slater's showroom 20-odd years ago. I thought I'd never get out. Rod was highly amused... Ed] but the GT40 tends to be more comfortable once inside. Neither is suited to tall drivers, as evidenced in the case of the GT40 by the Gurney bubble in the roof of the Le Mans cars the six foot four American drove.



DAD'S ARMY NEWS



Dad's Army Collection and Workshop Tour

Due to the popularity of the Dad's Army Christmas in July and Dad's Army Christmas Shows, we have decided to trial a couple of morning tea tours of collections and workshops. We are only planning to do these a couple of times a year, as interesting small collections and workshops become available for us to have a look at. Of course these tours are not only for Dad's Army people, they are for any VSCC member who wishes to come along, you are all welcome!

The first of these will be a trial run. It will be held on Wednesday morning 13th of September 2017 at the premises of Fiora Metal Products Australia, 363 Sevenoaks Street, Cannington WA 6107, Australia.

There will be a morning tea provided by Dad's Army at 10 am followed by a tour of Mick and Angelo Fiora's workshop and showroom.

The two brothers started this business in 1978 and over the years they have built a interesting collection of Vintage Cars and Old Time Memorabilia which is displayed in their showroom. They sell sheet metal fabrication equipment and most other types of machinery and equipment to do with metal and wood working.

The business is also involved in manufacturing. Some of the areas they are involved in are as follows:

- In 2004 they started up a business called Custom Trikes Australia and have designed and manufactured Custom Trikes and Customised Motorcycles.
- They have also built Aluminium Boats and Miniature Steam Locomotives.
- Mick has just started to build an Austin 7 race car.

Most of these things have some sort of display or are an on-going project in either showroom or workshop .

I'm sure it should be a very interesting morning tea and tour.

If you are interested in joining us in this event you will need to let Graeme Whitehead know by Monday the 11th of September so we can cater for you.

The cost will be \$10 per person paid to Graeme Whitehead, his contact numbers are as follows: Home phone 08 9279 1061; Mobile phone 0412 919 370.

Ron Fabry

Badges for Caversham Car

Jack Del Borello has designed badges for the Caversham Car and he delivered them to the club rooms on Saturday August 5.

Jack was running a little late, so only Ron Fabry was left to let Jack in and to trial fit the badges to the car. Jack got behind the camera while Ron held the front badge in place. The rear badge sat happily on the boot lid.



Not Another Birthday!

No sooner do we show Dick Turpin as 84 years young than he goes and has another birthday! The Dad's Army mob celebrated Dick's 85th with cakes and a fairly tuneless but extremely enthusiastic rendition of Happy Birthday.



Dick cuts his cake with fellow 85-year-old Peter van der Struyf looking on

That was the highlight of the Dad's Army Tuesday on July 25, but there was a lot more going on at the club rooms on Dad's Army days.

Caversham Car Progress

As you can see in the photographs above, the Caversham Car is looking quite smart, with the paint buffed to a fine finish.

The buffing machine did most of the work, but there was some hand finishing required and no shortage of volunteers to apply a bit of elbow grease.

DAD'S ARMY DATES - 2017

	WORKSHOP SATURDAY	WORKING BEE TUESDAY	DAD'S ARMY TUESDAY
SEPTEMBER	2	19	26
OCTOBER	7	24	31
NOVEMBER	4	21	28
DECEMBER	2		19



Denny bringing up the shine on the Caversham Car's flank

In the meantime, Wally Phoebe was getting stuck into the final wiring while Bill Dunn fitted the front lights.

General Maintenance and More

The Caversham Car is not the only target of Dad's Army. The general maintenance of the clubrooms takes most of the time, plus improvements to the usefulness of the premises and improving security.

Every time there is a break-in, it is Dad's Army that

has to organise repairs and, in some cases, replacement of damaged and stolen items.



Ian Fry's hand is a blur as he puts the final finish on the car



Daddy! That car's eating Wally! There's no dignified way to do the under-dash wiring

The grounds are not exactly landscaped, but if left alone there would soon be a veritable jungle surrounding the clubrooms. It is Dad's Army that makes sure that the "lawn" is mowed, trees and bushes are trimmed and the fences kept in good repair.

When you attend a club meeting, the rooms are generally clean and tidy and all the bins are emptied

regularly. Again, that's Dad's Army at work.

When the extra locks were fitted to the doors, grills put over windows and steel barred doors added to the entrances. When the library was moved from a side room to the corner of the main meeting



Bill Dunn fits a headlight

room where it now tempts keen readers. When the pictures and posters were placed on the walls, When the fridges needed new motors or other parts fitted or even just to be defrosted. All of these are jobs carried out by Dad's Army.

Come and Join Us

If you'd like to do your bit towards keeping the clubrooms ready for use or towards getting the Caversham Car mobile, come along to Dad's Army, from 9.00 am until lunch-time on the first Saturday of the month and the last and second last Tuesdays of the month. Sometimes the dates clash with public holidays or other club events and need to be adjusted, but all of the dates are published in Vintage Metal each month. Come along! The company's great and the



Don't tell Dawn, but Ron **can** drive a wheelbarrow...

morning teas are terrific.

VINTAGE
RACECAR

BEARS JUNIOR

**Aussie!
Aussie!
Aussie!**

VINTAGE
ROADCAR

1949 MG Y Type

Daisy Chain



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FORD GTX (GT40 X-1 SPIDER)



The Bruce McLaren movie inspired this rambling on a model car based on a less well known derivative of the Ford GT40 race car. Bruce McLaren was involved from the beginning in testing the GT40 project for Ford motor company. He was with Richie Ginther and Roy Salvadori the first test drivers hired for the development work on the GT40.

The first race entered was the 1964 Nurburgring 1000km with Bruce McLaren and Phil Hill. Bruce McLaren later won the 1966 Le Mans 24hour race with Chris Amon in a GT40 Mk2 and the 1967 Sebring race with Mario Andretti.

The GTX or X-1 had an aluminum chassis built at Abbey Panels in the UK and was originally powered by a 4.7-liter (289 ci) engine. The real purpose of this car was to test several improvements originating from Kar Kraft, Shelby and McLaren. Several gearboxes were used, including a Hewland LG500 and at least one automatic gearbox. It was later upgraded to Mk.II specifications with a 7.0-liter (427 ci) engine and a standard four ratio Kar Kraft (subsidiary of Ford) gearbox, however the car kept specific features such as its



open roof and lightweight aluminum chassis.

The X-1 was prepared to contest the Fall 1965 North American Pro Series, a forerunner of Can-Am, entered by the Bruce McLaren team and driven by Chris Amon. Bruce drove his McLaren M1B, which was much quicker. It appears that the X-1 was only ever raced with the 427 ci engine. Chris competed with the car at Mosport, Riverside and Nassau and only finished once. According to Chris: "That car was absolutely terrible. It was far too heavy, and it was grossly underpowered. There was no way

that I could compete with the McLarens, Lolas and Chaparrals that I had to race against. In my opinion, the whole project was a waste of time. I believe that the only reason Bruce took on that job was because Ford paid him a rather substantial retainer."

The car was returned to Kar Kraft then sent to Shelby American, where it was altered with a

Coalfields 500

2 Hour Enduro

Sunday 1st October 2017

Looking for expressions of interest

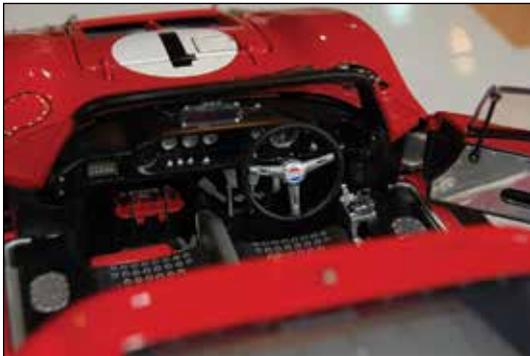
Open to all Category 2 & Category 3 cars

Contact Craig Bradtke on 0408 913 926
or email rbradtke@bigpond.net.au

CollieMotorplex

new nose and larger screen to comply with FIA regulations for endurance racing. It was entered in the Sebring Twelve Hour race 1966 driven by Ken Miles and Lloyd Ruby and won the race!

The X-1 was a one-off and was later ordered to be destroyed by customs officials probably because no duty had been paid when it was imported from the UK to the USA. The remains are buried under a Los Angeles apartment complex.



It was basically a prototype for the aluminium honeycomb monocoques used in the J-car and the GT40 Mark IV that went on to win Le Mans in 1967 with Dan Gurney and A. J. Foyt at the wheel.

The only way one can have a (miniature) replica is the model shown here made by Exoto in 1/18 scale.

And what a sensational detailed model of the Sebring winner this is!

This story was set up by Bert van Zuylen, owner of the model featured and who went to

the McLaren movie. It inspired me to research the GTX, also known as the GT40 X-1, which took some time. It was very much a forgotten offshoot of the GT40 programme and would have been totally forgotten if it hadn't been fitted with GT40 Mark II nose and screen so that it could run in the Sebring 12 Hours of 1966. It was never expected to win, but when the Dan Gurney/Jerry Grant Mark II suffered engine failure on the last lap, the X-1 inherited the win. EDITOR



Vintage Sports Car Club of WA Inc.



Nomination for Management Committee 2018

Nominations must be in writing and in the hands of the Secretary by 5:00 pm on 16 October 2017. The Annual General Meeting will be held at Caversham on Monday 6 November 2017 from 8:00 pm.

Nominations will be accepted for the positions of Treasurer and Committee Member.

Proposer (name): Signature.....

Seconder (name): Signature.....

I wish to nominate.....

for the position of.....

Nominee's declaration:

I, (name of nominee) declare that I can truthfully answer No to all the following questions:

1. Are you an undischarged bankrupt or are your affairs being managed under insolvency laws?
2. Have you been convicted of an indictable offence in relation to the formation or management of a body corporate in the last five years?
3. Have you been convicted of an offence involving fraud or dishonesty punishable by at least one month's imprisonment in the last five years?
4. Have you been convicted of an offence under the *Associations Incorporation Act 2015* where you allowed an association to operate while insolvent in the last five years?

Note: Under the *Associations Incorporation Act 2015* a person is excluded from the committee (without special approval by the Commissioner of Consumer Protection) if they answer Yes to any of the above questions.

Nominee's signature:..... Date.....

Please forward the completed form to the Secretary, VSCC at admin@vscwa.com.au or 55 Newry St Floreat, WA 6014 by 5:00pm on 16 October 2017

STRATEGIC PLANNING

Back in 2011, a group of members spent two Sundays working to generate a Strategic Plan for the future development of the VSCC of WA. This is the report prepared by Rob Ozanne from those two weekends' work.



On Sunday, while you were all enjoying the footy, snoozing or working on your cars the Management Committee plus another 12 club members bravely tackled the task of planning for the future of our Club. Our host was Neil McCrudden and the venue, his magnificent workshop and conference room. (See photo.) Jennie Ozanne revived us and kept proceedings going by providing a wonderful afternoon tea. Our thanks to these two for their support.

DOWN TO BUSINESS.

The group started by identifying those activities the Club does best.

- Camaraderie.
- Round the Houses.
- The enthusiasm of the administration.
- General meetings.
- Working with local and State Government.
- Organising events and looking after the club house with like-minded enthusiasts.

Those activities the Club is currently involved in but doesn't do well.

- The range of Club activities is narrow and doesn't cater for the interests of a large percentage of the membership.
- Communication.
- Female participation.
- Provision of Social activities.
- The promotion of Club activities.
- Management of resources.

Those activities the Club should be doing but isn't.

- The development of a clear mission statement.
- The revision of the Constitution.
- The provision of a greater range of events. (Racing, social.)

The planning of activities to encourage the younger generation to become involved.

- Succession planning.
- Containment of the cost of participation.

The Club needs to be more pro-active in dealing with the organising bodies of motor- sport in WA and with other like-minded Clubs.

THE WRITING OF A MISSION STATEMENT THAT DEFINED WHAT THE VSCC IS ALL ABOUT WAS THE NEXT TASK.

(The meeting was broken up into 3 small groups to tackle this).





The general consensus was.....

1. To promote participation in all the facets of historic motor-sport.
2. To preserve the history of motor-sport.
3. To take a leadership role in historic motor-sport in Western Australia.
4. To have fun with historic cars.

THE CHALLENGE NOW WAS TO FOCUS ON WHAT THE CLUB NEEDS TO DO TO SATISFY THE

IMPLICATIONS CONTAINED IN THE MISSION STATEMENT.

The general consensus was.....

1. Broaden the types of events offered. (e.g. racing championship.)
2. Organise a mentoring group to assist with restoration and building.
3. Develop improved liaison with other car clubs.
4. Improve our representation and influence with the bodies that organise motor sport in WA.
5. Promote and publicise our events more effectively.
6. Introduce and encourage social membership.
7. Attract a volunteer pool that is outside the VSCC.

THE FINAL TASK WAS TO LOOK AT HOW THESE GOALS MIGHT BE ACHIEVED.

The groups identified problems with the administrative structure of the Club and looked at alternative models that would facilitate the implementation of these goals.

The groups were concerned that the major administrative load is carried out by 2 or 3 people. The current structure couldn't effectively carry out the additional tasks that would arise. More people need to be involved.

The alternative models proposed suggest the following changes:

1. The appointment of a paid executive officer to act as secretary and liaison person between the committees.
2. The establishment of separate committees to organize.....
 - Each of the major events.
 - Preservation and building of historic cars and artifacts.
 - Social activities.
 - Liaison with other like-minded clubs and representation on the organisations making decisions relating to W.A. motor-sport.
 - Publicity and promotion.
 - Membership. (Youth, female participation etc).
 - Maintenance.
3. Each of these committees to be chaired by a member of the Management Committee.
4. The short-term paid employment of a person to co-ordinate the major events.



SUMMARY.

The group felt they had made a start on the process of planning for the future of the VSCC but realise there is still a lot more to do.

It is now up to the Management Committee to deliberate on the recommendations made in this first meeting. Once this has been done the planning group will meet again to further the process.

Specific issues such as.....

- Access to race tracks. (Barbagallo, Collie, Dowerin).
- Lease over the Caversham Race Track.
- The Vintage Metal.
- Succession planning.
- Funding, sponsorship.

.....would be on the agenda.

Rob Ozanne

Since that meeting in 2011, the club has moved ahead in some areas, but many of the matters addressed by the group are still in need of attention.

One matter that has become more urgent is the future of our club rooms, with uncertainty over our tenure and no clear indication of the future of the building. The Management Committee is meeting with representatives of the State Government, City of Swan and the developers (Peet and Co) to establish some sort of timeline and to discover whether the club might be able to retain occupancy of the building and at what cost.

It looks very much as though another working party must be set up to establish a strategic plan for the future of the VSCC.



Chris Slane - www.slane.co.nz

BAROSSA VINTAGE COLLINGROVE PREWAR HILLCLIMB



FRI 29TH SEP ~ SUN 1ST OCT 2017

Activities . . . for Competitors, Friends and Visitors

Contact Sporting Car Club of SA Events Office – Monday to Friday: (08) 8271 5689

Nights



Fri - Welcome Dinner



Sat - Annual Dinner



Sun - Farewell Dinner

Pre-1941 Racing ~ Sports ~ Touring cars

Post-1941 cars by invitation - Come-and-Run Class for non-CAMS licensed drivers

Days



Sat - Barossa Vintage Tour & Light Lunch



Sun - Barossa Vintage Hillclimb

'The Big Event'

Promoted by the Vintage Section of the
Sporting Car Club of SA



Motor Museum News

The New Building is open for Business

Although the official opening is not until September, with the completion of the covered walkway between the two buildings, the fit-out is now sufficiently advanced to offer the public the opportunity to experience the new and unique exhibits on display.

Over the coming weeks the Museum's happy band of volunteers will continue to work on the final touches in readiness for the official opening.

Chairman Kelvin Ferris said it was great to see that the drive and determination applied to the project by the management team and volunteers has finally reached the point where it can now be appreciated by visitors to the Museum.

Volunteers Needed – A Message from Curator John McLean



With the opening of our fabulous new extension approaching we will be needing additional volunteers to assist with running the museum.

We especially need gentlemen and/or ladies to man the counter and greet visitors on arrival and of course take their money. You do not have to know a lot about cars as we have many knowledgeable volunteers to assist with technical questions. You need to have a happy outlook and welcome visitors to our museum with a smile. This would suit a husband and wife team or just individuals. There are other areas where help is required such



as cleaning cars and assisting visitors in both buildings. You will not get bored as there is always something to do. Currently we are rearranging our model car displays and organising the library.

As we are open 7 days a week we are in need of assistance on most days and especially on weekends.

If you think you may be interested or know someone who may be, please contact me on telephone 08 9249 9457, mobile 0417 189 475 or email motormuseum@optusnet.com.au.

John McLean

YORK AVON VALLEY CLASSIC RALLY

Sunday 8th October 2017

Dear Motor Enthusiast

After the success of the Avon Valley Classic Rally in 2013, 2014 and 2015, we decided to make this a bi-annual event. We are now planning the 2017 event for Sunday 8th October.

This year as in the past we are holding three rallies in one with the first vehicles leaving Avon Park at 9 am. Veteran, vintages and tractors will travel again various distances, the difference is that while all these classes will start and finish at the same time, the tractors will deviate onto their own route, including gravel roads, bush tracks and hopefully a water crossing, re-joining the veteran and vintage vehicles for a fun event before lunch. Vintage, veteran and the tractors will each be competing in their own categories and separate trophies will be presented.

The modern classic vehicles and sports cars will cover approximately 100 kms on new and scenic roads taking in even more of the picturesque Avon Valley before joining for the fun event, luncheon and trophy presentations.

Registration will be essential for catering and organising purposes, registration forms will be distributed shortly, please contact yorkveterancarclub@gmail.com to receive a registration form.



Mark Duder's Alpine has competed on the Avon Valley Classic Rally

We will be providing a complementary morning tea at the start in Avon Park (Lowe Street, York) for all participants and at the finish and a luncheon. Entry fee: \$15 per vehicle and costs for luncheon (lunch costs to be confirmed).

The York Veteran Car Club Branch is looking forward seeing you at this year's Avon Valley Classic Rally

Event Coordinator: Gary Byfield and team

Email: yorkveterancarclub@gmail.com

Phone: 0414 885 338

If You Muck It Up, You Clean It

Phil Bolden had a great time cleaning up the grounds of the VSCC Clubrooms with the club's ride-on mower, but there was a sequel to the fun.

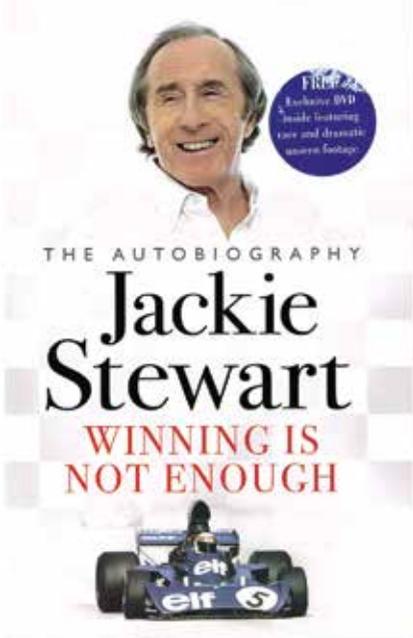


After cleaning the outside of the mower, Phil looked underneath, then under the bolt-on cover over the drive pulleys. It is amazing how much dirt gathers under that cover!



FROM THE LIBRARY

THE AUTOBIOGRAPHY JACKIE STEWART: WINNING IS NOT ENOUGH



Jackie Stewart: champion clay shooter, 3 time World Champion F1 racing driver, corporate spokesman, colour commentator, television presenter, a vehicle development assessor, F1 team owner, Grand Prix Drivers' Association President, member of many boards, public speaker, safety campaigner, and global brand ambassador. All these roles and more are covered in this comprehensive autobiography; "Winning Is Not Enough."

The humiliation of being unable to read aloud in front of class and twice failing the 11-plus, left the teenage John Young Stewart desperate to prove himself as good as his academic elder brother, Jimmy. First, he did it by making the forecourt of his parents' garage the cleanest in the land. When he discovered he was a crack shot he had his first taste of public success.

The "University of Shooting" was the making of him, he believes: "It introduced me to an international set of men who knew how to live well and prepared me for the adulation I received in racing." It also

gave him a reminder of the bitterness of failure when a single bad day robbed him of representing Britain in the 1960 Olympics.

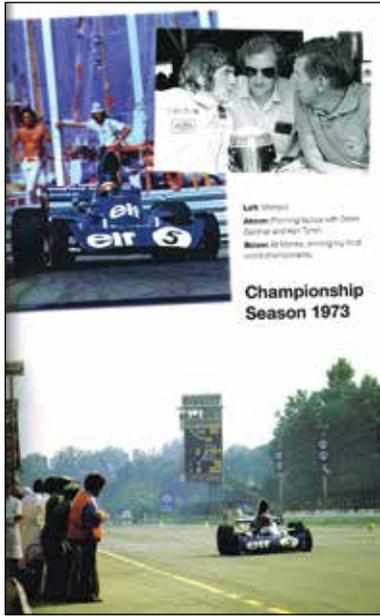
Soon after that blow he discovered that he was an



astonishingly fast driver. This time, he resolved, there would be no mistakes, no bad days. The only snag was that his mother suffered so much from when his brother Jimmy was racing (who retired at 24 after injuries) that she became ill. At the time he avoided parental rows by racing under the name A.N. Other, which worked until a local paper's report of his wedding to Helen — whose parents ran a local bakery — blew his cover. Thereafter, his mother never spoke of racing to her younger son until after he announced his retirement.

Analytical by nature, he likes to work out its components. Fanatical attention to understanding his cars and total lack of fear helped, he believes, but he also had a gift, a photographic memory, which allowed him to memorise every one of 187 corners in the Nürburgring. Mentally, he

could dissect each one not into a mere three-part drama — slow down, turn, speed up — but



into a frame by frame sequence, each requiring a precise response.

“In my day, the starting flag was dropped by Louis Chiron, a former winner from Monaco. He was an old man and the flag was heavy so it was an effort for him to drop it. Others watched his arms but I looked at his legs: I always got off to a good start because I noticed when the position of his knees changed. That’s why I’ve been successful in business: because I think out of the box, not because I’m clever.”

Jackie Stewart famously and importantly became involved in improving F1 race safety which was, “pathetically ill prepared for racing and driver safety.” His actions and influence closed several race tracks, winning no popularity contests, but achieved new and improved safety standards which are in place and even more improved today. The most telling statistic relating to driver safety of the time is of the 57 colleagues killed racing during Jackie’s 11 year F1 career.

Whatever he drives, or is driven by, this is a book worth reading. It is often, though not always, a cut above the modern sporting autobiography. The early chapters, in

which Stewart describes deerstalking above Loch Lomond as a teenager, becoming a British Olympics clay-shooting team member, and following in his elder brother Jimmy’s motor-racing footsteps and his involvement with the cause to improve F1 driver safety are highlights.

Far more than just a 3 time World Champion, Jackie is a person who has overcome a major disability of dyslexia to excel in two sports and as a businessman who sets the highest standards in all he does and elicits it from all he works with.

In the book I like the fact that he went into many of the events that affected his life outside of his racing career but sometimes I felt some of them were.... not the sort of thing you stick in an autobiography, particularly a chapter devoted to his pets! It’s also horribly prone to extensive name-dropping — the extensive list of kings, queens, dukes, actors, actresses, musicians and personalities is impressive for showing his access to the important or influential people of the world at that time — he however needlessly dedicates an overawed 12 pages to a meeting with the King of Jordan in which the King drives a car up and down an airfield, and as mentioned, a whole chapter to his bloody dogs.

In his book, Jackie, the three-times Formula One champion drives home the point that winning was worthwhile only if achieved — as his knighthood motto reads — “with integrity and care”.

Because of its 548 pages; delve into it chapter by chapter as you want. The accompanying ‘hidden’ inside back cover DVD showing the various highlights of his life in the order of the book, gives many brief glimpses of the era, the accidents, his work, associates and family which all adds to the overall ‘complete man’ effect of the book contents.

Now in the VSCCWA library or your copy available from The Book Depository for \$22

Mark Jones

VSCCWA Librarian

JK&L SQUARE RIGGERS UPDATE



Wes Symes has fun in the wet
with Lou's MG Special

Wild & Woolly at Collie

Photographs by Nicole Lothe

Our glorious leader, Hugh Fryer, put together another great day for the JK & Square-rigger group at the Collie Motorplex on Friday 28 July.

There's been a lot of interest in a Test and Tune day for some time. Few of our cars are road licensed and even with a road licensed cars we all appreciate that it's not recommended to test/tune them on a public road.

So Hugh was speaking with Steve Williams, who drives the Safety car at Collie Motorplex with Margaret when he's not competing himself. Collie Motorplex has tuning days once a month on a Sunday. Anna at the Motorplex explained that they do have tuning days once a month for all comers or there is another option. We could hire the track during the week, needing to supply our own medical staff and a minimum of 10 at \$80.00 per driver. License, helmet and apparel requirements as regularity events.



Photographer and event medic Nicole Lothe drives Hugh Fryer's Austin through the pits

It was an offer too good to refuse so we booked the track from 10am to 2pm on Friday 28th July, persuaded Nicole to be our medic (many thanks from all who attended), got 10 drivers to prepay and electronically transferred the total to Anna at Collie the week before.

The weather was not looking that good leading up to the day and getting a text weather alert from the RAC the night before did not fill me with confidence that all would be good on the day!

Well I could not have been more wrong, the day went extremely well, mainly due to the



Barry Mackintosh enjoying the wet

great attitude of our group.

Yes it rained, so rain jackets over racing suits was the driving apparel for the day. Most drivers were able to adjust their driving style to the conditions.

After sign on and other formalities the cars were scrutineered by Barry Mackintosh and Bryan Scrivenor, thanks guys.

It was still raining lightly when the first driver, Bryan, headed out on to the track. It's little wonder Bryan and his son Adrian were

able to get in 25 laps each driving Trevor Eastwood's MG TC. Not only were they first out but their slick driver changes were something to see!

In the morning session all cars got in plenty of track time, with maximum of four cars on the track. Tyre pressures were adjusted to suit the wet conditions, carbs fettled etc, and discussions took place on which line works best in the wet conditions. This was exactly what we had hoped would happen.

Lunch was called at 12:30. Pumpkin soup, toasted sandwiches and hot drinks for \$10.00 supplied by Anna and helpers was well received in the Clubrooms.

After lunch Steve took Anna for a few solo laps as the rain came back and got heavier. Most would have called it a day driving open cars in the rain, but everyone got back out. Barry



Ian Fry finds a large puddle

and Christopher, sharing the Bartlett, were out even in the heaviest showers, being the rain masters of our group. A few drivers swapped cars which was great fun.

By about 2 – 2:30pm all had done enough laps and packed up. It was a great day and something we will be doing again.

Open air motoring at its best!



Steve taking Anna for a few wet laps

Heza Henry

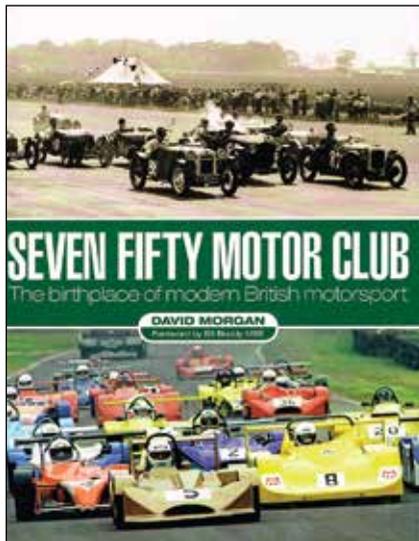


Christopher Mackintosh (Salmson) and Steve Williams (Austin Seven) enjoying the sun in one of the fine periods



Bryan Scrivenor takes the MGTC out for the 1st lap of the day

BOOK REVIEW: SEVEN FIFTY MOTOR CLUB THE BIRTHPLACE OF MODERN BRITISH MOTORSPORT BY DAVID MORGAN



This is a real collector's book, published in 2009 to celebrate 70 years of one of Britain's best loved car clubs, the Seven Fifty Motor Club.

Founded in 1939 by a group of enthusiasts, mostly Austin Seven owners and drivers, the 750 Club has prospered over the years and now boasts over 2000 members.

In the late 1930s the Austin Seven enthusiasts were getting a bit fed up with being overpowered in motoring competitions where the lowest capacity class was for cars up to 1100 cc. Competing in this class was a tall order for drivers of the 747 cc side-valve Seven. Bill Boddy, editor of *Motor Sport* magazine and Austin Seven owner (you don't get rich being an editor) published an appeal for interested parties to come forward to form a club for the little cars.

Boddy headed the inaugural committee at the club's foundation on March 29, 1939. The annual subscription was set at 7/6 (75 ¢) and the club was up and running,

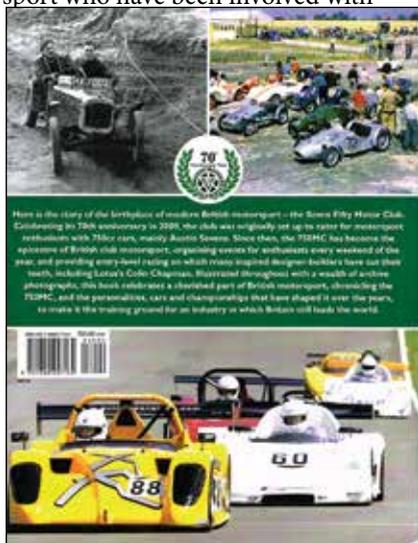
except that a few months later World War II slowed development. Postwar the club served as a nursery school for British racing car designers. Graduates include Colin Chapman, Eric Broadley, Len Terry, Frank Nichols and Adrian Reynard.

This book is full of references to leading lights of motor sport who have been involved with the 750 Club. The club has also set up race series for many grass-roots racing groups, including kit cars, hot hatches, motorcycle engined sports cars and many others.

Since the very beginning, the 750 Club has been involved with trials and road runs as well as racing and hillclimbing. These are also described in the book.

I very much doubt that those founding members in 1939 would have foreseen Austin Sevens being used on the road 70 years later for everything from commuting to Peking to Paris marathons. Nor would they have dreamed of a tiny, streamlined motorcycle engined sports car, the Reynard Inverter, that develops enough downforce at 100 mph to be driven upside down on the ceiling and generates 4G of cornering force.

Available from automotobookshop.com.au at \$89.95.



Bob Campbell



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FOR SALE – 1971 MGB roadster

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She was reportedly raced at Wanneroo race track some time ago (maybe 20+ years) and is turbo charged.

She is great fun car to drive and goes very well. I have spent some time in restoring her and sadly need to part with her.

I am offering her for sale at \$12000

Contact Sheryl on 0416 025 667 or email:
sheryl.swarbrick@gmail.com

FOR SALE

Mark II Jaguar delivered to Brookings Perth in 1962

Second owner car that is clean and in daily use. Always stored under cover so has a rust free body. Original power steering, upgraded (double pot) front brakes, alternator and 3-speed XJ6 auto box, limited slip diff and full leather upholstery.



Price \$30,000

Contact: Craig Atkins – 0418 918 005

or craig.atkins@uwa.edu.au

FOR SALE – Northwood Ford

Cams historic log booked

Ford SV V8, big bore stroker engine with Potvin 400 cam, Isky valve springs, Scat crank and rods, Vertex magneto, Offenhauser heads.

180 RWHP

Ran 2.04s at Phillip Island, Wanneroo 1.13s

Price \$25,000

Contact Bryan – 0407442280

FOR SALE

VINTAGE ENGLISH CORACLE 6-SETTING PICNIC SET

Set is in very good condition hardly used. Case is beige leather cloth with removable wicker basket and storage space under.

For further information contact

TOM at teboa@hotmail.com



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On unlicensed trailer.

Should be compliant for Historic events.

Last raced at Wanneroo in 1997 when it defeated 5% of
a 10 car field in a reverse grid start



Price. Best offer under \$50.

Expressions of interest to David Hartley 0412733813

or **davidlynette@bigpond.com**

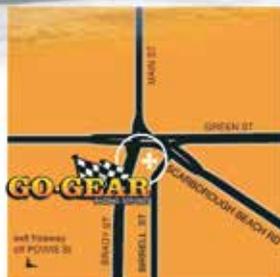
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