

WHEELSPIN



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Presidents Report Keith Williamson

How times change! Fortunately, we believe we are now on the road back to normality. Sandra is back working at the Clubrooms Monday to Friday, which are open for a maximum of 10 people from 10.00am to 3.00pm, while practicing the required social distancing. Ella is coming in Tuesday, Wednesday and Friday. Naomi has resigned from her Motorsport role and accepted a position with The Bend Motorsport Park. We thank her for her contribution over the last two and a bit years and wish her well in her new endeavour. We are optimistic that we will have a replacement for her shortly.

As we progress, an area we would like to explore is having members assist in the administration of the club. If this is something you would like to pursue, please contact Sandra to discuss the arrangements with her.

Whilst we have no indication as to when we will be able to resume the full use of the clubrooms, we are progressing towards recommencing our Hillclimb and Circuit Racing season. The current plan is to combine our Winter Cup and Multi Club series so both will still consist of a four-event competition, starting in June. Our first circuit race event for the year is currently being planned for Mallala, August 1 & 2, in line with the original 2020 calendar.

All of your Section Committees are also actively involved in the planning of events, so that as restrictions are relaxed, we will be able to launch ourselves back into active participation.

Both Sandra and I thank you for the positive feedback received about the May edition of Wheelspin and this month's edition is much the same format with considerable input from members. Please feel free to submit articles, which can be shared with your fellow club members.

Membership and Log Book renewals are well under way and it is rewarding to see that finally there is some income coming in. If you are not one of the five hundred who have already renewed (as at the time of writing), it would assist us greatly if you could do so. Please be aware that the government has not relaxed the Conditional Registration requirements!

Please feel free to contact myself or any of the Management Committee members for any reason, remember we are elected by you!

Until the July issue-----Keith Williamson

And remember the current health advice

stay home, wash your hands and practice social distancing.

Please consider downloading the COVIDSafe App

MEMBERS PLEASE NOTE:

Your Management Committee have decided to keep Membership fees for the 2020/2021 financial year the same as the 2019/2020 financial year.

Renewals have been sent out. Assist your club and renew as early as possible.

A massive thank you to all Wheelspin contributors, the submissions have been so great that we have contributions that have had to be held over for future editions.

Please feel free to forward any submissions you may have, I'm sure that we will all appreciate them. Keith Williamson.

HOW I CAME TO OWN AN MG.....Rick Smith

I guess I have always had an interest in cars right from a little boy. Maybe it was because my father owned a service station in the 1950s and then worked in the motor industry as the spare parts manager of a major Ford dealer, I really don't know.

Whatever it was the interest really came to life when, in my high school years, a friend and I shared the cost of subscription to a magazine called "Sports Car World". The exotic, and not so exotic, cars road tested in that magazine were mainly either British or European and so I guess it was fairly natural that my interest in sports cars developed in that direction. My friend bought an old Morris 8/40 which we tinkered with fairly unsuccessfully but it got us around.

Shortly after I started work in 1964, I had just turned 17, I was working with an older gentleman who was a member of the Sporting Car Club and had just completed restoring an MG TC. He knew of my interest in sporting cars and this mutual interest led him one day to tell me of an XK120 he knew was for sale. It was on blocks and partly restored but he understood it was quite driveable and was being sold cheaply because the owner had died and his wife just wanted a quick sale to get it out of the shed. Needless to say, I couldn't wait to get home and tell my father and he immediately damped things right down by telling me he would not allow me to have a sports car as I was too young and too inexperienced to drive a car like that. No amount of wheedling would change his mind so the Jag passed me by. I wonder what today's 18-year-old would have done.....

But now I had the bug and about 6 months later I found an Austin Healey 100/4 but once more could not get the idea past my father so the Healey passed me by too. I considered this particularly unfair of him given that he still had a framed photograph of his pride and joy as a young man – a bright red Singer 9 sports. About a year later I found a 1960 Triumph TR3A advertised for £800. Somehow, I convinced my father to have a look at it. It was running very badly and we learnt that the car had been raced, had been repossessed, and was now being sold by a finance company. I was desperate to have this car – it was British, it was a genuine sports car, it had been raced so must be fast, and it was red. What more could I want? The fact that it ran badly and the paint was shot was a minor consideration.

Eventually my father agreed that we would offer them £500 for it. I was horrified, I just knew there was no way they would accept a bit over half what they were asking for and I am pretty sure he thought the same. But they did and I became the oh so pleased and proud owner of a six-year-old but clapped out TR3A. I can say that now.....



I loved that car even if it wouldn't idle under 2500 rpm, coughed and spluttered and wouldn't rev above 3000. I have to say that, even though my father clearly did not want me to have this car, he did everything he could to get it going properly for me. After doing the usual tune-up things with no result we had the SUs overhauled, no result, then head and new rings and bearings and still no result. Eventually we found the camshaft was the cause of the trouble. But it was still an unreliable bloody thing which wasn't very convenient when it was my only transport and I was working shifts at the airport at that time. It was embarrassing too for a young bloke when the ball and socket throttle linkages all fell off while posing (with an audience of course) in Rundle Street one Friday night, leaving me stranded in the middle of the road with the engine running but going nowhere. Or when it spat the clutch slave cylinder piston out on the way to Mallala, or when the diff seized in the petrol station or when.....

Much as I loved that Triumph when it behaved, I got tired of living under the car (I reckon I spent as much time UNDER it as I did IN it) and after about 2 years traded it in a fit of rage to Clem Smith Motors on the corner of South and West Terraces. From the sublime to the ridiculous - I traded it on a used but not very old AP6 Valiant. A couple of days later I started to regret my hasty decision but it was all too late. And then it was on the pedestal display stand in Clem's yard, all bright and shiny with the new paint that had cost me an arm and leg. To make matter worse I had to drive past it every day on the way to work and I can remember the sense of loss when I looked at its' new alpha numeric registration RJS-480 which were my initials. And the advertisement in the paper gave it a wrap "lovingly cared for by a gentleman who has obligingly provided receipts for all work done". Receipts they said - it was just about my total income for the past 2 and a bit years – about as much again as I had paid for the car !!

I just had to have that car back again and I spent I don't know how many years watching the Saturday Advertiser for a TR3A rego RJS-480. By the time it came up I was married with 2 children but my wife knew how I felt about that car and encouraged me to have a look at it. The price was more than double what I traded it for and its' condition was about half as good. So with the benefit of the wisdom that a wife, 2 kids and a mortgage endows, and previous experience of that particular machine's appetite for money, I reluctantly let it pass me by.

It was then that I decided I WOULD have another sports car ONE DAY. It only took another 30 years with mortgages and kids and all those family things that must come first. Then at last I could almost afford one so I started looking – just to see what was available, what I could get for what price you understand, not to actually buy one yet. So, I looked a bit, and went to an auction or two but they were always just that bit out of financial reach. I had become a tyre kicker!

And then I saw it - a special '74 Porsche 911 Targa at an auction and fell in love with it. It had a letter taped in the front window from Porsche Australia confirming that it was one of only eight of these in Australia. It was passed in at two consecutive auctions so I went in and made an offer that was a lot less than they wanted but a hell of a lot more than I could afford. Fortunately, I didn't get it as I really don't know how I would have raised the necessary funds. Sometime later I described the vehicle to a Porsche owner I knew (Rodney Twiss who is a current member of the club) and asked what the special one in eight letter was about. He explained what an RS was. No wonder they didn't accept my offer!!

After I told my wife what I had almost done (silly me) and after she told me what she thought about my financial acumen she then said that I had been talking about a sports car since before we were married and I wouldn't be satisfied until I had one and I could be dead tomorrow so just go and get one but get one we could afford. What a sensible woman.

So, the hunt was on in earnest but an MG was not on my list, although I had always liked the lines of the TF and MGA. I wanted something with a bit more grunt and my roots with the TR were hard to forget so a TR5 or TR6 were the priority or perhaps even a Healey 3000. I quickly realised a Healey and TR5 were out the financial question, and after looking at a few TR6s, I realised that what I wanted I couldn't afford and what I could afford I didn't want.

So out of financial necessity the MGBs started to catch my eye and the more I looked the more I liked the idea. There were a lot more of them to choose from, they were mechanically straightforward and reliable, parts were easy, they had wind up windows (my Triumph had cured me of side curtains), and prices were reasonable.

My wife and I looked at a few, one rubber nose nearly hooked us but the murky brown colour put us both off. Then one Saturday morning I saw a 'B' advertised in a car yard on South Road (no, not Collectable Classics although I had looked there too). We went to have a look, me with low expectations of a car from a yard but it was actually pretty good. I drove it and apart from a bad clunk in the diff I thought it was OK, no rust that I could see and no bog - I think the yard owner must have thought I was nuts going over the car with a fridge magnet. As I left, he obviously saw his hot prospect walking away and made the standard parting comments about how it would sell that weekend. But I was not rushing in to this, well not yet anyway, so I checked a couple of others out that morning but this first one still stood out. So, home we go and I tell my wife that I might ring them on Monday and make an offer. Well you should have heard her. "It won't be there Monday, you like it don't you, ring them up now, if you don't I will". So, who wanted the car now?

After about an hour of being harassed I did ring the yard and made an offer which was accepted (I still wonder if I should have offered less). When I went down to pay the deposit my two daughters (aged about 25 and 16) came with me and sat in the car while I parted with the deposit. When it was time to leave, I couldn't get them out of the car!

So, I took delivery of it on Christmas Eve 1999 – my Christmas present to me - a red (of course, we all know red ones go faster) 1971 Mk2 imported from the USA. It was declared female and christened "Bea" as in Beatrice by the family within days of its' arrival. The car's history is pretty much unknown – all I know is that it was first registered in SA in 1993. I assume it arrived here in 91 or 92, was converted to RHD and given what I would call a "commercial" restoration.



Over the past 20 years of ownership the car has never let me down. The motor has been rebuilt about 10 years ago, tweaked and balanced and various other mechanical repairs carried out. The original "commercial" restoration has stood the test of time well, the car is certainly not concours condition but is still a smart looking and very reliable vehicle enhanced by a set of 72 spoke chrome wheels fitted about 15 years ago.

The MG has been joined in the garage now by another more modern convertible 2-seater but if the sun is shining my choice is the MG every time. Even after 20 years it still puts a smile on my face every time I drive it

Library Report Dean Hosking

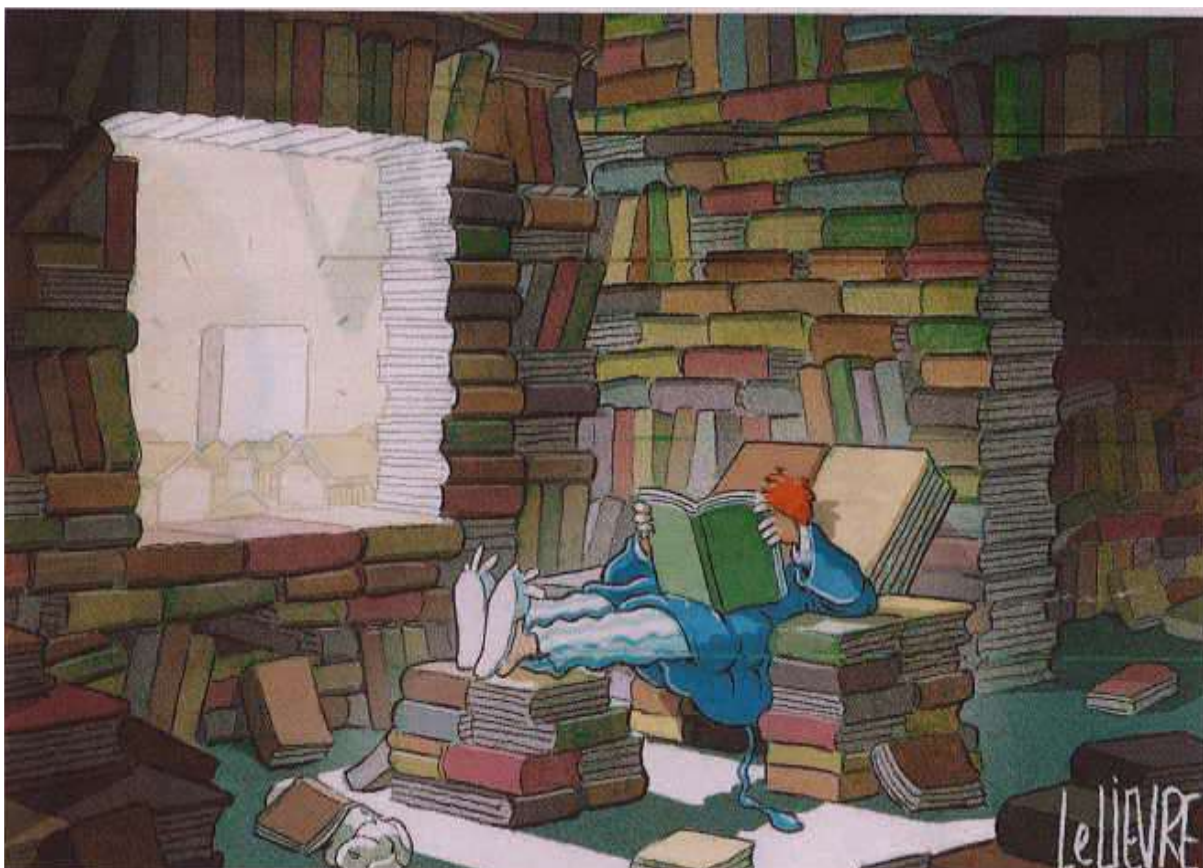
Now that I've earned a few brownie points working on household projects over the enforced social isolation period and the news that the Library will now be re-opening on a limited basis from May 27th, I can now get back to Library Business!

Despite the various restrictions, previously ordered books have arrived and processing has begun, which means that quite a few additions are now available for borrowing.

Despite the Club not being open recently, requests for historical information and donation offers have kept coming in. Most of the research requests have had to be put on hold until we get back in the Library, but where possible, they were dealt with immediately. Two special individual donations have been promised and will be accepted at our next general meeting.

In next month's report, I hope to be able to give details of a significant donation of books from a long-time member and lifelong motoring enthusiast; keep your eyes out for this report.

Don't forget, we'll be open next week, so here's your chance to swap over those books you've had time to read three times over.



"This is what the Library crew have been up to over the last six weeks".

Obsessed Collector will travel anywhere paying top cash for Enamel Signs (Fuel Company, Grocery Shop, Insurance Signs) Petrol Bowsers (Manual or Electric), Cloth Hoses or Brass Nozzles, Advertising Globes, Oil bottles or their tin or plastic tops, Oil Bottle Racks, Old Tins, anything Golden Fleece, Shell, Neptune, Texaco, Caltex, Atlantic, Esso, Alba, AMP, Ampol, COR, Engergol, BP, Wakefield Castrol, Mobil, Vacuum, Plume, Labrakate, Etc, Badges, Uniforms, Etc, Pedal Cars, Harley, Indian or British Motorcycles or Parts, Bonnet Mascots, Car Badges, Workshop Manuals, Veteran Car Parts Etc. Phone Stuart on 08 8892 2279 or 0408 922279.

Classic and Modern Section Notes Gary Dodd

Hello everyone,

I have some good news, our drive The Bend event at this stage will be going ahead in August (subject to Government policy). This event will start with a cruise from the club to The Bend Motorsport Park, drive the GT circuit and then drive the International circuit behind the safety car and then a 2 course lunch in the Fuel Restaurant, more details to follow next month.

As for our monthly meetings we are still waiting for Government regulations on how many people we can have but rest assured once we have the details we are ready to go!

I look forward to catching up soon and please don't hesitate to call me regarding any Classic Section matters.

Gary Dodd

Classic & Modern Chairman

**Historic Racing Register John Bryant**

What can I say in the unusual times?

The Club has reopened under strict guidelines as you are all aware.

Finally, some good news

The Competition Section had a meeting last week.

So, there is hope of race meetings recommencing in August.

Hill climbing starting even earlier.

Hopefully when the Government makes the announcement about the next stage in June it will enable us to have meetings.

We will watch with great interest and as soon as possible organise a meeting.

We can see that 2020 has been "different" and we need to focus on 2021.

We will discuss the possibility of having a greater Historic presence at one of the State Race Rounds.

Let's just focus and get back to where we were.

JCB

HQ Holdens Darren Jenkins

With the recent break from racing us HQ racers have had to find other things to do. Some have used the time to work on their cars, others used the time to get some work done around the house. A group of passionate and talented HQ racers from around Aus have used the break as a reason to create an HQ Holden E Series. It's been a massive effort from all involved, and the final product is outstanding. The series will be run over 9 weeks on tracks from all over the country with over 50 drivers competing including 3 from SA (Joel Heinrich, Dave Smith & Darren Jenkins).



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Member Profile

Name: Chris Frost

How long have you been a club member for?

A: 30 years

Occupation:

A: Car Dealer

Hobbies?

A: Car Racing, Wine Collecting

What was your first car?

A: Austin Freeway

What is the worst car you have owned?

A: HT Monaro (kept braking gear boxes)

Car you should have kept?

A: XW Falcon GT

Car you would love to own?

A: Porsche GTR RS

Ultimate driving holiday?

A: German Autobahns & Nürburgring Circuit in the GT3 RS

If you could go to only one motor race in the world which would it be?

A: Historic Spa

Greatest motor racing driver of all time?

A: Senna (best) Hunt (most colourful)



Chris Frost on right



Peter Emes
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VETERAN AND VINTAGE SECTIONS NEWS- Steve Day

On behalf of the Veteran and Vintage Sections' Committee, we hope you're coping ok with these strange times and have been making time out in the shed to fettle your cars ready for good times ahead.

We're pleased to advise that there is light at the end of the tunnel.



Ok, at the moment it's only a 6-volt Lucas but we're all hoping for the day when it's a quartz halogen spotlight, beaming its light on the many fun and interesting runs, meetings and social activities we have in store.

Runs will hopefully be organised first, in line with social distancing regulations, while meetings will be reinstated after taking into consideration the safety and well-being of our members.

Other social activities to look forward to are our Fantastic Fifth Friday Film Festivals, our relaxing winter afternoon teas and occasional away meetings to places of interest.

Look out for the What's On At Your Club emails for updates and more information.

CORRECTION- Tony Wojciak

The May Wheelspin contains a factual error on page 13 in the quizzical fact section. The engine named was actually a Holden engine supplied to Toyota not a Toyota engine supplied to Holden as described.

Details of the engine are:

This 1.9-litre (1,892 cc) powerplant, known as the *Starfire* engine, was effectively Holden's existing 2.85-litre 173 cu in straight-six with two cylinders removed. Designed and built in Australia to satisfy local content rules, it first appeared in 1978 during the UC Sunbird's production run, replacing the Opel 1.9-litre cam-in-head unit used in LH, LX and earlier UC Torana/Sunbird 4-cylinder models.

Peak power output for the Starfire was 58 kW (78 hp), with a 17.5 second acceleration time from 0–100 kilometres (0–62 mi) in the VC Commodore. This variant's performance meant the need to push the engine hard leading to fuel consumption similar to the straight-sixes. Due to this, it was often nicknamed as *Misfire* or *Backfire*.

This engine was also used by Toyota Australia to meet local parts content regulations for the Corona XT130. Engines installed in Toyotas received some slight differences in the form of a unique camshaft, manifold, and carburettor. Toyota called the engine the "1X" and it had a slightly different power curve: 58 kW (78 hp) at 4800 rpm and 136 N·m (100 lb·ft) at 2400 rpm.

Applications:

1978–1980 Holden Sunbird (UC) (red block version).
1980–1981 Holden Commodore (VC)
1981–1984 Holden Commodore (VH)
1984–1986 Holden Commodore (VK), New Zealand
1979–1982 Toyota Corona (XT130)

The LeMay America's Car Museum - Ruth Day

Back in 2017, when Steve and I were visiting our son in Seattle, we were fortunate enough to hear about a car museum in the neighbouring city of Tacoma and our daughter in law told us we “absolutely” had to visit it if we had any interest at all in cars.



The America's Car Museum contains a small fraction of the personal car collection of a business man called Harold LeMay. Harold was the owner of what started as a garbage collection firm and his utter passion was collecting vehicles. From an early age he travelled the length and breadth of the United States buying all manner of vehicles. He was known to have bought barns full of cars, just to stop them from being junked, and by the time of his death in November 2000 he had one of the largest private automobile collections in the world.

At its peak, the LeMay Collection numbered well over 3000 vehicles with thousands of associated automobile related artifacts. Don't make the mistake though of thinking that this is a collection of junk. Every vehicle in the museum is restored or conserved to a magnificent standard.

After his death, his family honoured his wish not to break up his collection but instead honoured his wishes to create a magnificent building to display some of the vehicles and artifacts.

The LeMay America's Car Museum is a huge building with over 1.53ha of exhibition space. In addition, the building also contains gift shops, restoration garages, lecture halls, galleries, a banquet room and a café. Instead of having separate floors, the building is designed like a carpark with a continuous vehicle access way and is built along the lines of an aircraft hangar.



Inside, the collection of 350 plus vehicles (and remember, this is a SMALL portion of the total) shows off a wide selection of makes, not just from the US but from all over the world. Cars, bikes and trucks range from the beginning of the age of the automobile to the end of the 20th century.

We spent a mere day at this museum and honestly could have returned and spent another couple of days wandering and admiring the amazing vehicles on display. If ever you get the chance to visit Seattle/Tacoma, check this museum out. You won't be disappointed!

Here are just a few of the wonderful machines in the collection. The vehicles in the display are rotated regularly, so what you see today may not be there tomorrow. I hope you enjoy the eye candy.

These are just a few of the displays in the foyer.



Inside the collection was stunning.



In case you're wondering, this is a Lamborghini tractor

When Norman was stormin' - Stuart Innes winds back the clock a half century

What were you doing on June 15, 1970, a mere 50 years ago? If you are a Sporting Car Club member above a certain age, there's a chance you were at Mallala race track.

It was the South Australian round of the 1970 Australian Touring Car Championship, the title to be won by Norm Beechey after the seven rounds. Not averse to a bit of nostalgia, we take a look back at those hero days of Group C touring car racing, this information sourced from websites, touring car/Supercar reference books and oil company promotions of the time.

The Australian Touring Car Championship (ATCC) began in 1960, the first 10 going to overseas-made cars, four to Jaguar then six to Ford (Cortina and Mustang). The advent of Group C Improved Production in 1969 allowed for more muscle and high-performance gear to be slotted in, though body shape remained the same as production cars. The 1969 championship had been the first over a series of races in different states instead of a single event. It was won by Ian ("Pete") Geoghegan in a Mustang, including victory at Mallala.

For 1970 Norm Beechey created in Melbourne a new Holden Monaro GTS 350 racer under the Shell Racing Team banner. It travelled to race tracks on a tray-top Bedford truck. His winning the 1970 title was the first for an Australian-manufactured car. And the first for Holden. Beechey had won the 1965 ATCC in a Mustang, and thus became the first driver to win the coveted championship in a Ford and in a Holden, a record that was not matched until 2011 by Jamie Whincup in the Supercar era.

The 1970 ATCC featured Beechey in his yellow Monaro, Geoghegan in a white Mustang "notchback," Bob Jane in a red Mustang and Allan Moffat in a red "fastback" 302 Mustang built for Trans-Am racing the previous year. These were heady days, exemplified by these four being the first drivers inducted into the ATCC/Supercars Hall of Fame (in 1999 and 2000).

Brian Foley and Jim McKeown were in smaller, 2.2-litre Porsche 911 cars, seeking German reliability over the newer V8 muscle cars, plus their sprint from the start line in wet conditions aided by engine weight over the rear wheels.

These were days of open-face crash helmets and no "control" tyre as now, so allowing various brands of tyres.

Round 1 of 1970 was at Calder, showing straight up that being in front meant little until the chequered flag was out, such were the overtaking moves, car issues and bold regaining of ground. Indeed, Beechey came through to take the lead twice but succumbed to tyre failure caused by a guard rubbing a wheel following a bump with lapped car. Winner was Moffat from Foley, McKeown and Jane.

Mount Panorama hosted Round 2 and Beechey showed the power advantage of his 350 (5.7-litre) engine up the hill yet was still overtaken by Geoghegan; Moffat falling back with ignition problems. Geoghegan pushed his tyres too hard and had a spin, allowing Beechey back in front with Jane finishing third.

In those days the Mount Panorama ATCC round was a separate race meeting to the Bathurst 500 there, won that year by Moffat in a XW Falcon GT HO.

Round 3 was at Sandown where Beechey's 530hp Monaro reigned on the long straights, taking a flag-to-flag win from Geoghegan and Moffat who had exchanged those spots throughout the race. Jane was fourth.

Our dear Mallala hosted Round 4, the tighter circuit suiting the Porsche of Foley who took pole. Moffat put on "wet" tyres for the rainy race start and had a good lead until the track dried. He was out later with a broken clutch, allowing Geoghegan the lead ahead of Foley who then had suspension issues and had to settle for third, behind Beechey.

Round 5 at Warwick Farm had a crash off the start involving Moffat and Geoghegan while McKeown sped ahead. Beechey was out with a broken axle and Jane could not prevent the yellow Porsche taking an ATCC round win.

Lakeside's Round 6 had an early crash that did not claim the main drivers, Geoghegan doing well until engine problems. Moffat was put back by a black flag (for trying to pass under a yellow), Beechey taking the win from Jane and McKeown.

Beechey thus had enough points not to be beaten for the championship but still went to Round 7 at Symmons Plains though Geoghegan didn't bother. Moffat brought his new Falcon but after claiming pole in practice, it had engine problems. Beechey's V8 also developed an internal motor issue so neither started the race. McKeown won the wet start and the race in his 911 from Bryan Thompson (Camaro) and Jane.

With a 9,6,4,3,2,1, points scoring system, Beechey compiled 33 points to McKeown on 29, Jane on 28 (the only driver to score in all seven rounds) and Geoghegan on 21. Jane would go on to win the 1971 ATCC in his new Chev Camaro, including the Mallala round.

Geoghegan's brother, Leo, won the 1970 Gold Star round at Mallala in the October in a 2-litre Lotus 59B. Adelaide's Malcolm Ramsay was fourth in an Elfin-Repco.

Beechey and Ramsay each have been guest speakers in recent years at the SCC's Fleurieu section May Day Runs.



COMPETITION REPORT Rob Mead

Well, another month of not much happening has passed. However, there is light at the end of the Covid tunnel and we just have to hope that it's not that oncoming train.

Behind the scenes things have been going on though. Most of you will know that Motorsport Australia has released its "Return to Race" strategy. While this particularly wordy document looks daunting, much work has been done locally to ensure we can work within the guidelines. Changes are inevitable, but it is hoped that with the cooperation of all parties we can get back to enjoying our motorsport.

The calendar for the rest of the year is still in a state of flux given that certain commercial interests are striving to salvage a series in the latter part of the year. However, Round 3 of the State series will still go ahead (all things being equal) on the 1st and 2nd of August at Mallala.

For the moment, I'm afraid there's nothing else for me to report.

Competition Section Chairman

Back words. By Paul Murrell

Over reaction?

I had to drive through Strathalbyn over a recent (Covid-19) weekend to get some papers to my accountant for signing (she's at home schooling her children) and was amazed to see a checkpoint on the Strath/Mt Barker road. A couple of patrol cars and at least ten police motorcycles on duty (who did they think they'd have to pursue?) We weren't pulled over but I wouldn't have been so confident if I was the driver of the purple Ford hot rod cruising through Strath, or the driver of a red Triumph TR6 I passed further on. Even more concerning was seeing the police officers milling about together at the checkpoint, chatting to each other and completely ignoring the social distancing rules.

A new threat.

Bob Jennings' story about Sir Stirling Moss and Juan Manuel Fangio in last month's issue of WheelSpin reminded me of my own (not-so-close) encounter. At the time I was working at Ogilvy & Mather in Sydney and one of our accounts was Mercedes-Benz. Fangio came out to help promote the stonking 450 SEL 6.9. Naturally, he took some senior M-B management and O&M's managing director out for a small taste of his exuberant driving style. Despite being close to 70 years old at the time, he had lost none of his skill. Outside Sydney, he was approaching a single lane bridge at, as my O&M MD called it, "warp speed". Coming the other way was Farmer Brown in a dilapidated old pick-up truck. Fangio didn't blink an eye. He assessed the closing speeds and decided he could make the bridge before the farmer was on it. Of course, he got it exactly right, missing the truck by millimetres. Had he got it wrong, there would have been some very serious "key man" insurance payouts.

Another one bites the dust.

It's sad to report that yet another British motor manufacturer has disappeared. Bristol cars have always been suitably upper crust and ever-so-slightly quirky. How they lasted this long is anybody's guess, but the company was placed into receivership in January. There's another famous name in there, too, with Frazer Nash Energy Services part of the group. The final production model from Bristol was the Fighter, a pretty two-door coupe with gullwing doors, powered by Chrysler's V10 and built between 2004 and 2011. A two-seater open prototype, called the Bullet, was created in 2016 but never made it into production. Ironically, 2020 would have been the 100th birthday of former Bristol Cars owner, Tony Crook.

Translation service.

I've worked out that the best way to watch 9Rush is to record all the programs I think may be interesting and then delete the repeats (each show appears to be repeated at least three times). It has the added advantage of allowing me to speed through the commercials. Top Gear's Paddy McGuinness has what I think is a Cheshire accent – "fur to say", "spur parts", "rur-rest (rarest)", Ur-rial (Ariel) Atom, but some is just laziness: cabrolet instead of cabriolet. I particularly hate "mortar sport" and the almost universal English use of "me 'n' you", as in "me 'n' Edd are off to look at a car" (one university student contestant on a recent quiz show talked about himself and partner as "me 'n' Matt" – his university course? Journalism.) As for Wheeler Dealers, the usually modest profits made on the cars they buy and refurbish ("restore" would be an exaggeration) would be quickly reversed if they included Edd China's labour costs. Another favourite bugbear of mine is people who can't be bothered to pronounce the letter "T" and turn it into a "D" – worst offender would be the newsreader on Triple J radio. At least she'd be almost right if there is a story on Toyoda, since that was the original name of the huge Japanese motor company (it was changed in 1937 because Toyota was easier to pronounce – except for the Triple J newsreader – and simpler to write in Japanese).

And speaking of commercials...

People often complain to me about how much wining, dining and entertaining motoring journalists must add to the cost of a new car, but I really wonder about the relentless television campaign for “non-chafing” men’s underwear. They probably come from China for about 79 cents a pair and local marketing costs push the price sky high (I haven’t bothered to check, but I’d bet they’re close to \$20 a pair, at least). And the less said about that stupid, patronising Budget Direct insurance commercial (yet another rip-off of Braveheart), the better.

Legitimate speeding?

Some time ago, I saw a news report about a service station that had been fire bombed. The commentary said drivers “hurried past” and the footage confirmed that passing motorists were, understandably, not hanging about. Since our local law enforcement people assure us there is “never, ever, under any circumstance” any excuse for exceeding the posted speed limit, shouldn’t these motorists have all been fined for speeding? Common sense suggests getting out of a dangerous situation as quickly as possible is only sensible, a defence used, successfully, by one motorcyclist who was booked for speeding when trying to avoid an imminent collision with a truck. Road behaviour (and the rules that govern it), like everything else in life, is rarely black and white. Unless you’re a police officer with a radar gun.

And that’s how the fight started...

A driver is pulled over on suspicion of drunk driving. Since the police officer is near the end of his shift, he says, “If you can recite the alphabet backwards, I’ll let you off with a warning.” The driver quickly and confidently does as asked. “ZYXWVUTSRQPONMLKJIHGFEDCBA.” Impressed, and convinced the driver is legal, the officer says, “Wow! I couldn’t do that sober.” “Phew, nor could I,” responds the driver.

*Paul Murrell is a freelance motoring journalist who contributes to **seniordriveraus.com**, SA Life, Highlife and a number of other motoring publications.*

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1949 Riley, RMA, Black, cream leather seats, leather not spoilt, original condition seats and interior in good order, recent valve replacement plus head and manifold gasket. Fuel tank sender repaired recently. Always under cover. \$10,500. Reg No 11711. Contact Hedley 0414 714 853.

MGB Mark II. 1971 Roadster, low mileage. New hood. Mechanics good. Restoration required of interior. Price \$18,000. Reg S346BTG. Call Grant Kirkpatrick on 0498 225 742.

Lotus twin-cam components. Stromberg head with cams, valves, etc. front timing chest. Virtually everything but missing the block and internals. \$3,500 ono. Call David Tye on 0403 600 600 or 0401 617 030.

Wanted: Rear kerosene Rotax tail light to suit Edwardian Vauxhall. Contact Ral Rainsford 8552-8494 ralrainsford@gmail.com

4 Nankang Sportnex AR-1 Tarmac Competition Tyres. 205/50 ZR15. Only used for 6 meetings at Collingrove Hillclimb. \$400.00 ono. Call Peter 0478 829 443

Ralt RT4 1981 – Chassis number 277. Significant historic car with wins at Indonesian GP 1981, 3rd Malaysian GP 1981 and 1st Penang GP 1982. I am selling reluctantly... \$60,000. Call Richard Warland on 8388 6885 or 0411 275 740.

Classic white walled tyres (6.70 x 15 inch). Very low mileage. Cost new \$420 from Antique Tyres Melbourne. Several sets of tyres from \$100 each. Reason for sale – I have changed all of my classic cars to American white walled radials. Phone John Whittaker

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Your responsibilities will include

- Assisting the Track Manager
- Facility preparation for motorsport activity
- Managing and coordinating day to day track activities
- Attending to, and managing the sign-on process
- Clerk of course duties
- Race control
- Event documentation
- Assisting with the administrative requirements of MMSP
- Assisting with the management the MMSP activity calendar
- Cash handling and reconciliations
- Ensure that MMSP events comply with sanctioning body/insurer requirements
- Conduct basic vehicle scrutiny as required
- Conduct fire & recovery duties as required
- Manage and roster first aiders, recovery staff and volunteers
- Grounds work
 - Manage grounds and ground staff including rosters.

To be successful in this role, the following are desirable:

- Experience in motorsport events or other sporting events
- Experience in grounds works
- Capability managing a small team including rosters
- An effective team player with excellent interpersonal and communication skills
- The ability to work unsupervised and maintain exceptional standards across the MMSP
- The ability to establish and maintain effective relationships with internal and external stakeholders
- Organisation and system development
- Proficient with MS Word, Excel and other office applications

Other Requirements:

- First aid certificate (mandatory), Advanced &/or Cert IV highly desirable
- Police clearance and a DCSI working with children (current or willing to obtain)
- Motorsport Australia (formally CAMS) Event Command - Bronze

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