

FERN

FRONT ENGINE RACING CAR NEWS

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MARCH 2010

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Cover Story

Phillip Is

Northam Flying 50

Clem Dwyer
August 1st

BLA BLA BLA

THE BACK COVER

MORE COVERS THAN ABBA

MARCH 2010 was a very busy month for the FER competitors, and many deserve front cover status, however there can be only one cover story and of all the stories that could have made the headlines the one chosen is tinged with a little sadness, but none the less more important than lets say the CAMS

State Council Chair backing into the ute in the car park or the esteemed Dodge driver taking a chunk out of the concrete at Northam or for that matter the spin in the middle of MG corner by our famous Alvis driver at Phillip Is. But not to worry I will get onto them later in the news.

The cover story is of course that our Budge rides again, in a fitting tribute to John Budgen our recently deceased stalwart of Front Engine Racing was celebrated at

Northam with a minute silence and was blazened all over the poster commemorating the event. Furthermore his last creation the BRUDGE Dodge was out doing circuits with all the fashion and flair of its creator. A moving touch being that Tony Gilfuis has commemorated Budgie by having his name embel-

he could use to rib others. Budgie if you are listing you were sadly missed on the day by all. We did our best and I got to tell you that to win the Northam Flying 50 in the year that we celebrated your life in Motor Sport is a privilege.



lish the rear quarters of the car for all to see. Budgie was an avid reader of FER News and was constantly amazed at the content of rumour and innuendo much of which

Now with that little matter dealt with we can digress back into the world of Front engine racing cars.

THE
COOPER'S
COLLECT
THE
SILVER

Phillip Is.

Phillip Is. this year showed just how quick some of the international cars are, those of us who had ventured across the ditch to New Zealand had already tasted defeat at the hands of the F1 Cooper Climaxes but it was the rest of the JK and L group that got to witness it at the Island. Put it simply they won every event they finished, the only chance any others got to pass them was when they were in the pits or sidelined by mechanical failure and to witness them being driven hard is a treat to behold.



THE WA CONTINGENT
AT THE ISLAND



ROD JOLLY'S COOPER
CLIMAX

I looked up the pairs results from 2001 when they started the little pissing competition at Phillip Is and they were doing 2:18 laps, at the rate of improvement of about 1 second per year (2001-2010) then by 2023 you will have eclipsed Pommy Rod Jolly's time of 1:52 in the Cooper Climax.



FAUX PAS AT PHILLIP IS

That's not to say that all of the WA Front engine racers didn't have there own moments in the sun and can boast some pretty good achievements. Trevor Eastwood fired the first shot in Practice posting a 2.06 lap with the new high compression engine in the Alvis, this I think in turn fired up Charlie Mitchell to bigger and better things eventually posting a 2.04 lap which from my very brief research on the net is Charlies fastest time around the Is. As is the case with Trevor.

In all fairness though Charlie did come home with two gongs for class wins in his group. Trevor did well in recovering from a spin at MG which put him back in the field but managed a third place in class and considering that they were up against the fast charging Peter Greenfield in the Alfa Grand prix car they did extremely well.

Just to put it into perspective, after all of the attrition over the weekend and doing my fastest lap ever around the Is. I still only managed to get a 5th in class and 23rd outright. The fields are just getting faster and faster. That's not to say that the enjoyment level is decreased as Charlie will attest, nothing nicer than beating home the fancied Grand Prix Cars with a home grown Aussie Special. The Alfa was reputed to be worth \$4Mill. That's got to be more than 400 times more expensive than the TS Tractor. Maybe we should get some of our homespun specials and take them to their backyard and have a go, I am sure we would be able to hold our heads up. Only one problem, still ringing in my ears is the comment of how many times Rod Jolly has been tagged from behind in turn one at Historic Races in Europe. I don't recall seeing anyone touch at Phillip Is in the JKL event.

I was served up some entertainment whilst I was there, the gearbox kept coming out of top gear in overrun going into turn 1, when you are flat hammer it's exciting, steering

around the corner with one hand and holding the thing in top certainly gets you into turn two pretty quickly. When you learn to not back



ROD QUINNS ALFA IN THE PITS

off in turn 1 the lap time tumbles.

I think I was lucky as I got to run most of my events on my own, the group ahead of me on the time charts were 2-4 seconds per lap ahead of me and the rest behind me were 2-4 seconds slower and with no handicap events this year we were all pretty well spread out and only the back markers were getting lapped by the Coopers. I did manage to round up the Stangulini in the southern loop a few times, that was fun.

I did win one prize and it was at the expense of being called before the Clerk of the Course at the drivers briefing. But stress not, I had delivered the appropri-

ate bribe and got a T shirt for being the first to enter from WA, so I did win one event! Fastest to the wallet!

Pinko was out in regularity doing his usual, can't wait for Winton so I can go up against him in a real race!

Other Interesting news from the Is. was the ceremonial christening of the Grub, which was performed by the honourable John Davies at the post race dinner. Never seen anyone get baptised with Perrier before JD, hence forth the Grub is now to be known as A. Grubovich.

And you know what they say about the O's I's and Ich's. I don't know whether Grub has been absolved of original sin with the christening but if he has, then it is a very forgiving God up there.

Travis Barnes was at the Island taking shots and has some great ones of the WA



ONE OF THE MANY ALFA'S AT THE ISLAND



A VERY SAD CORVETTE AFTER KISSING THE WALL

CONTINUED PAGE 6

CLEM DWYER HISTORIC RACE MEET

One important job carried out at Phillip Is this year was to distribute to each and every competitor a poster of the Clem Dwyer Cup which is confirmed for August 1st. 2010

Each group had a representative from the WASCC deliver them. I would like to thank them all for doing this job on behalf of the club.

The invite went to every competitor, personally inviting them to come to Barbagallo to compete in our premier historic event for the year. The visitors were also invited to stay on for a fortnight to attend the Collie Crown at Collie.

WASCC representatives were in Melbourne at a promoters meeting and held discussions with some of the Group associations and received encouraging responses from them with the idea of them coming to WA to compete.



1ST
OF
AUGUST
2010
BARBAGALLO



The best thing we as competitors can do is produce the biggest field possible for the Clem Dwyer Cup. If you have an eligible car I call upon you to get it ready and if that means getting in your Historic log Book application then please do it now as there is only a short period of time to get an application processed. They are not expensive for cars that have specification sheets like the Tin Tops and Sports. Remember that if you want to compete and haven't submitted a log book application 2 months out from the event then the chances are that you will be rejected.

All cars with contemporary log books will need to asses what can be done to either convert them to historic log books or obtain permission to run as an invited car which is a process which can be long and difficult, so if you wish to participate then please make contact with your eligibility officer and obtain clarification of what you need to do.



NORTHAM FLYING 50

14 Front Engine racing cars faced the starter at the Northam Flying 50.

This was a great turn out of antique racing machinery. The rear engine group could only muster half that number whilst the sports car ranks were full as were the tin tops.

It would have been 16 starters if the two Riley's had made it to the start line, but being British, I suppose that is to be expected. Attrition stated early in the event with the NKD Holden of Steve Williams giving up the Ghost. Now before I hear the cries of another dead Holden, let me tell you, it was the British TR6 clutch plate that let fly in event one and side lined the pole sitter for the event. Lou Symes with the Prad MG was also an early withdrawal with a simular problem something between the engine and the differential let go and it stopped driving. And that wasn't Lou either the bit behind the wheel was going strong.

The remaining 12 cars ran all day and I didn't see a tool box open at all, testament to the quality of the cars. Alistair has some panel beating to do and a change of head gasket after it unceremoniously dumped all of its water. Easy fix only a flesh wound as they say!

Interesting some of the times that were handed out, Captain Mannering was heard clucking around about being given a time too slow for his skill level! After much ado and ribbing he got a change to the nominated time. But Paulie did it help??

The Cranston with Graham Cox on board was circulating around quite sedately, but we

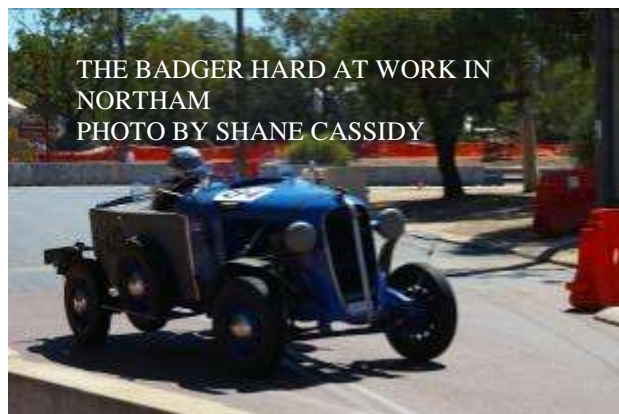
weren't fooled Graham, we say just what the Cranston can do.

Ron Walter's was the bridesmaid again in the Austin Ant. Pinko was doing his usual in the Pug, Doug Vanzette was out in the Triumph Gloria Roadster which looked a treat, you could have put the top down though Doug, we all have to cook in the sun on the dummy grid whilst you were sitting in the shade. Tony Gilfuis in the Ex John Budgen machine was very impressive, best you get it log booked Tony because it wont be long before the Clerk of the Course will be wanting to see you with those lap times. Let me see, Dick Turpin Triumph Special 1:05 Tony you were doing 1:06.



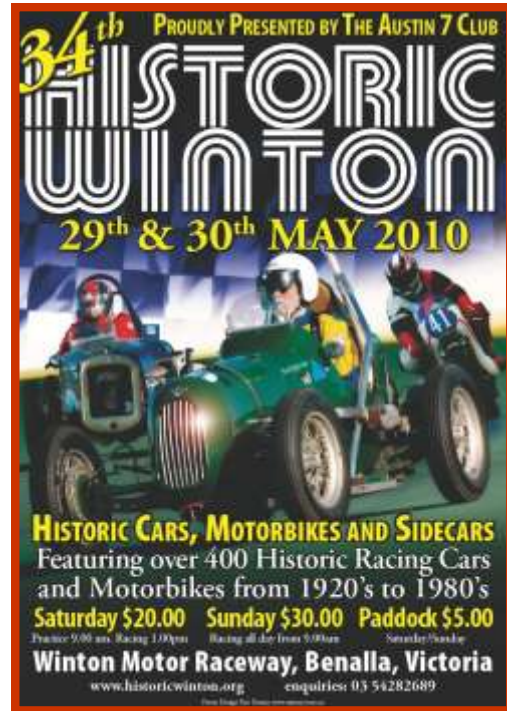
Lap times are always a subject of debate but I must have fallen under a lucky star as I was given 1:14 for the Badger. I think they were using historical records of the driver because that's the times I was doing over last couple of years in the BMH and the Honda. Trying to get a 1936 Chevy around Northam in 1:14 is quite a challenge but I gave it my best shot. And to my surprise I managed it for a couple of laps, the brakes didn't like it much so I stopped using them adds to the fun and excitement! Pre wars Chev's slow down a fair bit when they get sideways!

But It was a lot of fun and I managed to get my name on the trophy after about my tenth attempt which was kind of good. Ron Waters whom I know wanted it so bad was the runner



THE BADGER HARD AT WORK IN NORTHAM
PHOTO BY SHANE CASSIDY

WINTON ENTRIES ARE STILL
OPEN IF YOU ARE QUICK



ALBANY CLASSIC 5TH-7TH JUNE

Albany 5-7th June Entry Forms and Regs

Albany Round the Houses 2010 Entry Form ([Click Here](#))

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ENTRIES ARE NOW OPEN FOR ALBANY WEEKEND. PLENTY OF ACCOMMODATION AVAILABLE

PHILLIP IS STORY CONTINUED

Front Engine racing cars as well as the other competitors from WA. Here is the link to Travis's site.

BARNIE'S PHOTOS

The rear engine group was a little light on this year after the attrition from NZ and further woes were encountered when Martin Bullocks open wheeler decided to spin a bearing early on in the event.

The Tin top guys were in the wars too with both the Mustangs getting tied in knots, one into the wall and another getting its front wheel knocked off by one of those Bavarian Taxi's I hear.

Muzza in his new Cortina was smiling and laughing with the new blue machine, going very well and kept it all together so he is now off to Bathurst to try his hand at the Mountain.

The sports car guys were on fire, Evan Edwards in the Dart, Not to be confused with the Goggo Dart was flying and JD won the bravery award for going out and setting his fastest lap around the Island after strapping on some new tyres. And for the record he did it with a huge chunk missing from the bell housing after a few bits had flown off the clutch. One

brave puppy JD I would have parked it up! But seeing as you were down to a 2:08 you must have known it was ok. Brent Cooper in the Merc was out there having a go too and looked smart as usual.



The Austin Healey's were in the wars, seems they don't like Hoosier tyres much as I think every one that was running them ended up in the wall. Some very big hits too! But the biggest and most expensive shunt was the Corvettes into the wall.

Here are some of the photos from Phillip Is



The Big Alfa trying to nail the BMH
Photo by Barnsie



The TS rounding up the Stangulini
Photo by Barnsie



The TS with Trevor in Hot Pursuit
Photo by Barnsie





Proof that the Northam Flying 50 was a barrel load of fun!

If you have any stories you wish to tell in FERN send them to me at

caterpillars@bigpond.com



PAST EDITIONS

Past editions of the Front Engine

Racing News can be found

[HERE](#)