

the

# Visor

NEXT CLUB MEETING  
17th MOVEMBER 2011

[WWW.HRAWA.ORG.AU](http://WWW.HRAWA.ORG.AU)

VSCC VINTAGE STAMPEDE  
REGULARITY MEETING  
4th DECEMBER 2011  
FOLLOWED BY HRA XMAS



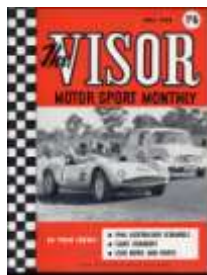
HRA of WA XMAS PARTY  
FOLLOWS  
THE VINTAGE STAMPEDE  
AT WANNEROO RACEWAY 3.30 PM  
BAR OPEN AND BBQ MACRAKEN HOUSE  
4TH OF DECEMBER 2011



THE OFFICIAL NEWSLETTER OF THE HRA of WA  
INCLUDING FORMULA CLASSIC NEWS, FRONT ENGINE RACING CAR NEWS,  
MUZZ MUSINGS

# INSIDE STORIES

1. PRESIDENT SPEAKS
2. FEATURE CAR THE HWM JAGUARS
3. EVENTS CALANDAR
- 4. MUZZ'Z MUSINGS ENGLAND SPECIAL**
5. KENS PAGE PICTORIAL QUIZ
6. FOR SALE



## HRA OF WA MEETINGS

Club meetings are held at the Veteran Car Club Rooms Hale Rd Forresterfield bi-monthly.

Meetings start at 7.30 pm and are usually held on the 3rd Thursday of January, March, May, July, September and November.

In unusual circumstance these dates change due to Motor Racing commitments as was the case with Phillip Island 2011 where the meeting was held on the 30th of March 2011. So things change so keep an eye on the club website at

<http://www.hrawa.org.au/>

Any person with an interest in Historic Motor sport is encouraged to attend.

Meetings are relaxed and informal.

It is not a requirement to own or even race a Historic motor vehicle, just an interest will suffice.

## THE FRONT COVER



Well its Christmas time again! But best you all get ready for the rush, no point falling over at the last minute. We still have a few specials to go before the big fella drops down the chimney. The last race of the year for the Alphabet class M, O P Q R ect ect is on the 27th of November and that is followed a week later with the VSCC of WA conducting the

ever popular Vintage Stampede at Wanneroo Raceway. Entries are just about to close so don't miss out. At the Stampede the HRA will be having its Xmas Party for the want of a better description, Bar will be open for all those in attendance, not just the HRA and the BBQ will be shelling out a quintessential Australian Xmas snacks. So come along and join in the fellowship after the events.

### *From the Editor.*

*I received a somewhat sad email from the east recently, outlining the sad state of affairs with only 11 entries in the Early Historics event at Eastern Creek for November. Unfortunately the event will run for the first time in eons without the early cars. A great shame when the big population mass on the eastern shores can not put up a viable field, that has got some into action thinking and hopefully acting to get the numbers up and maintaining our racing heritage. Expect to see some debate about how to overcome this problem. Will replicas get a run? That was one suggestion, we at the Visor would be happy to provide a forum for you and publish your suggestions for all to share. ED.*

"Aerodynamics is for those who cannot  
manufacture good engines"  
- Enzo Ferrari.

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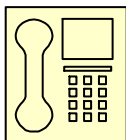
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## THE COMMITTEE OF THE HRA of WA

### The Photographers

The Visor Magazine is a not for profit publication which relies upon contributions from many in its production, The Visor wishes to thank all of those photographers for their contribution.

It is not always possible to check all sources of material and the opportunity exists where a copyright photograph may appear in

this publication.

It is not our intent to do so and if this occurs we ask that the copyright owner contact us here at The Visor and we will gladly remove any copyright materials that were published or acknowledge the copyright owner whichever is their choice.



## President's Report

The HRA members have had their first full year of racing as a club although the rear engine group have yet to get their final event in for the year. The Visor needs to be out as a reminder for our next club meeting and their last event is after the publication date.

Note our next meeting is on the 3<sup>rd</sup> Thursday of November being the 17<sup>th</sup>, same time, same place.

The year's events to date have been incident free with some very keen racing. Myself, Evan Edwards and Tom Benson have had some very close finishes and Henry Oosterbaan who also had his first run with J,K,L & S and realized how good it was to run in a handicap event by picking up a trophy for first place. Henry's infectious smiles always huge but on receiving his first place trophy it was "super sized". A great job Henry and we hope to see you on our grid next year.

2012 could see our grid made up of J,K,L,M,S and some group N's. With handicap racing this should make the finishes something not to be missed. There is no doubt the need for our grid to grow is paramount for survival of J,K,L,& S racing in WA. We need to at every opportunity encourage those with suitable cars to enter the events organized for. If they need mentoring then we can offer help and once they get started will realize how much fun they have been missing.

Our rear engine group seems to have a strong line up of cars however they also need more participants to ensure the growth of their categories.

The WASCC have had their first calendar meeting and we could see at least four events for both groups of historic sports and racing cars during 2012.

I for one will be preparing the "TS" over summer to ensure a trouble free season as there is nothing worse than going to a race meeting and the only event you start is qualifying. As the old saying goes, "races are won in the shed" so if you feel your car needs some work then now is the time to do so.

The Vintage Stampede is to be held on the 4<sup>th</sup> December and at that meeting the HRA will be holding a end of year BBQ of which all members and friends are invited. The bar of the WASCC clubrooms will be open so you can enjoy a cold drink with your sausage. The VSCC Stampede should finish around 3.30pm and the BBQ should get underway just after that.

I will look forward in seeing a good number of members at this end of year event and hear the "if only", "I nearly" and "could have" stories of 2011.

This is your club of which it now has over 40 members so please make every effort to attend the BBQ



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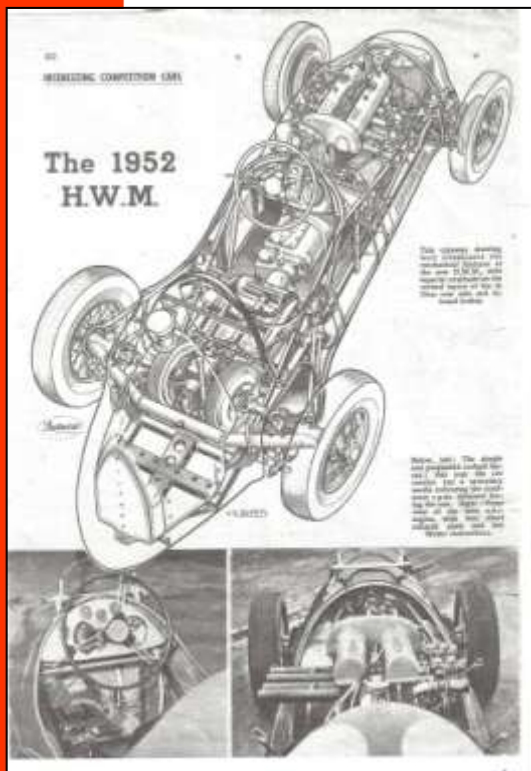
# HWM JAGUAR

## HWM RE-CREATED.

Once upon a time – just after the Second World War when daily lives were starting to return to some form of normality, the service men and women in the UK were coming down from the adrenalin laced lifestyle which had been their daily existence for years, and they were wondering just what was going to replace that high pace of living. One can just picture the scene at a suddenly redundant temporary airfield with Pilots looking at a quiet, flat, grassed, open, converted farm and pondering ‘the future’ – something which did not feature in a war when ‘the future’ was doubtful to say the least.

Several such ex-servicemen reverted to what they did before the war and dug out their pre-war sports cars and resumed their ‘gentleman racing’ activities. Dis-used airfields were an ideal venue and one such airfield just north of Chichester ultimately became the renowned Goodwood circuit thanks largely to an Australian pilot stationed there during the War – Squadron Leader Tony Gaze. His persistence with the Owner, the Earl of March, resulted in a circuit being built on and around the airfield very soon after the War.

Around the same time, racing re-commenced on the European circuits – the competitive rounds initially dominated by the pre-war European makes including Mercedes, Alfa Romeo, Bugatti and Ferrari. In 1948 two Englishmen decided that this domination by ‘foreigners’ was ‘just not cricket’ and something had to be done about it. George Abecassis and John Heath, operating as a partnership out of a small motor agency business named Hershaw Walton Motors decided that the glory of England had to be re-instated on the track and set about designing and building a racing car to achieve this end. The first cars were two seater sports cars powered by naturally aspirated Alta engines. This car won the Manx Trophy at the Isle of Man in 1949. For the 1951 season, a new car was designed by John Heath – a car fitted with modified Alta engines, a de-Dion rear suspension and Salisbury Differential. This was an assault on the Formula II circuit racing. The HW-Altas as they were called competed in both Formula II and in sports car events at one stage running in 20 events throughout Europe and the UK in 27 weeks.



**This exploded view is one of a few sources of information used in the re-creation of the WHM in 2010**

Hershaw Walton Motors (HWM) was born in an atmosphere of a very limited budget but, buoyed by boundless enthusiasm they produced a supercharged Alta engined, tubular steel framed car fitted initially with a Wilson pre-selector gearbox manufactured by Armstrong Siddeley, MGTD front cross-member, de-Dion rear end, Salisbury differential and Morris rack and pinion steering. Three of these in-house designed and built aluminium bodied, open wheeled, single seat vehicles were built initially and off they went to conquer Europe. The team transport was a van which not only carried the cars but doubled as a workshop and often as team accommodation as well. The results, although not spectacular, were encouraging but with failures of the gearbox, front end and engine, top places were few and far between.

# HWM HISTORY

Lining up for one of the 20 events entered in just 27 weeks. "Starting" fees were often the only income derived by teams, particularly if they did not earn any of the prize money on offer.



With the prestige of the Union Jack at risk, more enthusiasm was inserted with a few more pounds Sterling. Late nights and long days by a very small but dedicated crew led by a Polish mechanic Alfons Kovaleski (Alf Francis) ensued. Changes included upgraded front uprights from a Standard Vanguard, some engine oil pump modifications, fuel pipe alterations and other tweaks here and there. This resulted in an improvement and the challenge was on. At one stage a young 19 year old novice driver by the name of Stirling Moss was invited to drive for the team. However, his ability was not matched by the car which was still fairly unreliable. After a couple of seasons the single seater was pushed aside in favour of building a sports car with two seats and a different arena in which to perform – the sports car events and endurance

racing. In 1953 the Jaguar XK engine was fitted and the Jaguar powered HWM competed well against the Jaguar C -Types. These efforts continued until 1956 which sadly was the end of the seven year history of HWM racing. In all configurations, only two dozen cars were built by HWM.

Squadron Leader Tony Gaze brought one of the single seaters back to Australia and, in conjunction with another Australian, Lex Davison, set about racing it in Australia. Fitted with a Jaguar XK 3.4 litre engine and Moss gearbox, the car performed well enough to win the 1954 Australian Grand Prix in Southport, Queensland. This is perhaps its only claim to fame in Australia. This car was dry sumped, fitted with weber carburettors and magneto ignition.

Fast forward now to 1999. Two West Australian enthusiasts decided to re-construct the glorious past and identified a New Zealand Company which made frames faithfully based on the original 1952 single seater cars. Ferrum Engineering in Dunedin was commissioned to build two frames and provide body panels, rear ends and assorted bits sufficient for two cars. The following ten years saw the cars slowly take shape with several Western Australians inputting their capabilities in support of these two cars. Allen Shephard built up two Jaguar engines with Weber carburettors and Lucas magneto ignition. Hilton McGee made up the brakes. Louis, the guru welder was to finish the frames and panels and mount all the gear. Others assisted with the suspension and front end. At an early stage work on one of the cars was suspended in favour of a lifestyle change by the owner and the car was very much later sold 'as is where is' to yours truly. The purchase followed several lengthy discussions with Allen Shephard who, knowing that components of one car were stored and unlikely to be further developed by the owner, was deliberating buying it himself as yet another AJS 'project'. Fortunately for me, AJ ultimately decided that he had enough projects on the go already, and the scene was set for purchase negotiations.

December 2009 saw the delivery of frame and most panels together with miscellaneous parts to Scarborough. It was stated that a lot of 'missing' parts were available at the various workshops around Perth where fabrication and manufacture originally took place. Some were located but it soon became obvious that the original fabrication was, in several cases, not suited or not faithful to the design and performance rating of the car.

[CONTINUED PAGE 9](#)

# EVENTS

Lots of events still to come this year as detailed below, but already some advance news of upcoming events for 2012, besides our own celebrations for November 2012 being the 50th Anniversary of the 1962 AGP as featured in the last Visor,

Why not look into some of these

NZ Festival of Motor Racing January 2012 <http://www.nzfmr.co.nz/>

Longford Sprints 31 March – 1 April. Link to the web [here](#)

Historic Winton May 26-27th 2012

Phillip Island Classic 9th –11th March 2012 (Entries are open and filling fast!)

Feel free to talk to The Visor about going to these events, we are in touch with many other West Aussies who are going and can put you in touch with them.

## A SPECIAL NOTE FROM OUR FRIENDS AT WINTON

Historic Winton is on again. As usual we will be catering for the oldest possible historic vehicles and again expect near capacity grids for the following

Groups J & K  
 Lb Sports and Racing  
 M&O Sports and Racing  
 Sa, Sb , Sc with the emphasis on the earlier Sa and Sb vehicles  
 Formula Ford  
 Group Na and Nb with a special push for Na vehicles  
 Group Nc  
 Q&R Sports and Racing  
 Early 'Open Top' Regularity

It would be great if there is a possibility of a WA contingent as I can work around the publicity " All the way from WA" and group you all together in the top carports ... with a little bit of luck also provide sight boards for each vehicle

I have also being talking with Graeme Cocks to see if he is interested in bringing over one of his vehicles some time in the future .. we never know

Regards  
 Noel Wilcox  
 Historic Winton

## SOME IMPORTANT DATES FOR WA HISTORIC COMPETITORS AND FANS

November	27th	Race meeting Wanneroo
December	4th	Vintage Stampede
December	4 <sup>th</sup>	HRA of WA Xmas Party
December	8 <sup>th</sup>	CAMS Award Night

This necessitated a reversion to the days when I was involved with the design and manufacture of cars at General Motors and was finishing my Engineering qualifications – the days of slide rules, log tables, basic engineering formulae and component design. One look at the aluminium brake backing plates with quarter inch mounting bolts was enough to raise red flags - the result being a critical examination of all components, including the frame and de-Dion rear end. Sadly it was found that the frame was slightly twisted. It was only tacked in place in some critical areas but

had to be straightened and re-welded. The de-Dion rear end also required some corrective work to eliminate an unsatisfactory amount of toe-in – something definitely not required. The 3 inch heavy wall tubing was ‘straightened’ using heat, very limited force and controlled cooling to retain strength without changing the metal characteristics.

The de-Dion rear end after straightening – ready to fit. The centre tube is bushed creating a true independent suspension whilst retaining correct wheel alignment.

With the major shortfalls corrected, the next task was to weld up all the frame joints, front end mounting and to strengthen the vertical channel which held the de-Dion in alignment under the full side forces of cornering. A light one inch angle was just too weak! A lot of time was devoted to critical evaluation of the frame and sus-

pension and the result was worthwhile – I was happy when all the welding was completed and had a pretty good understanding of just where the many forces were going to be and how the frame was going to react.

The frame after welding and fitment of all the brackets and attachments needed.

Underlying all of the tasks was the necessity to maintain originality by not doing anything that the original guys did not do in the early 1950s. Having said that, the use of MIG and TIG welding was a departure – “forgive me guys – I didn’t mean to, honest”. All components sourced here in WA , in the UK and Victoria were from the original cars – Standard Vanguard, MGTD, Land Rover and various Morris cars and vans. Brake drums were cast steel drums with foundry cast aluminium, machined cooling fins.

Front end assembly showing Standard Vanguard uprights. MGTD upper and lower wishbone, manufactured brake backing plate supporting two Wolseley 12.5 “ diameter leading shoes with Land Rover wheel cylinders and ‘snail’ adjusters and a cast steel drum with cast aluminium machined cooling fins.



[CONTINUED PAGE 17](#)

## *Muz's Musings*

*Well guys 'n gals got here, greeted at sparrow fart on Tuesday morning cold and wet, typical English weather, "Oh dear, how sad, never mind".*

*Got the car, diesel Hyundai i30, goes ok, headed south to our digs, Potters Inn, Mytchett about 30 odd miles from the airport.*

*Love the "M" roads 70 MPH (just under 120k's) seems a lot faster for some reason, had to coach Pete to get up to somewhere near the limit, wanted to hold 6-7 mph in reserve for some reason?.*

*Anyway found our digs, too early to book in so decided to*

*go and do a bit of shopping, needed to get an internet dongle for the laptop, some tea and coffee etc.*

*Reckoned we would be better off going to a shopping centre.*

*Couldn't find one, searched with my iPhone and tom tom, ended up in Guildford, cold and wet, kept getting lost, bloody Pete was trying to outsmart the tom tom, cost him 13 points by the end of the day.*

*Mytchett is a magic place on the Basingstoke canal, always been fascinated by the canal system so took a great interest in what was there.*

*Our hotel is on the canal.*

*Decided to have lunch at the canal HQ and then book in at*



*our place, just across the road.*

*Booked in about 1300, room not overly big but clean and well presented.*

*Stuffed around trying to get onto the net with the dongle purchased at Tesco's, wouldn't work, discovered it was out of date or some other crap.*

*Had tea and crashed at about 8:30, up at 5:30, body clock needs a bit of adjustment.*

Right off to Brooklands for the day, museum and Mercedes Benz world, but breakfast first.

Reckoned we would be smart and go to "The Little Chef" truck stop cafes.

Searched and found one in Guildford, new where that was, about 10 miles away, had been there 3 times yesterday, should have only been once, but I did mention about the 13 points Pete lost getting us lost.

Anyway off we went only to find we had been lead to a pub that was not open, still about 7:30 am.

Reprogrammed and found one on the M3 – Ripley bypass which happened to be

on the way to Brooklands.

Yep there it is, on the other side of the road, 6 lanes.

We'll just go down here a bit further turn off to the left and find an overpass and head back.

You've heard about the best of laid plans of mice and men, and particularly with Pete's record. We ended up in a village named Wisley, an absolute fairytale place, again on a canal with a heap of skinny boats and a pub similar to the one we were staying at. This canal had a lock, again something that has fascinated me. The woods were dense, the roads

overgrown and the scenery absolutely fabulous.

Anyway after spending an hour taking some photos we set off again.

Reckoned if we programmed Guildford again we would be able to find a way back on the M road and get to the elusive "Little Chef"

Driving, driving, all starting to look familiar again, next bloody minute we are out the front of our hotel. Pete blames me but I won't have any of it, he reprogrammed the tom tom somehow.

Right, now starving and 9:30 left 2 hours ago and still not within a bull's roar of where we wanted

to be, more points  
loss for Pete.

As we were heading  
toward Weybridge,  
found a place to buy  
another internet  
dongle, came to a  
"Starbucks", right this  
will do we reckoned,  
plenty of coffee and  
biscuits but no  
breakfast, bugger.

Pete decided to ask  
one of the natives  
about getting to the  
"Little Chef",  
thankfully his info  
was sound and in  
about 15 minutes we  
were finally there.

Was a good brekkie,  
worth waiting for.

Right, off to  
Weybridge and  
Brooklands, found  
the dongle shop, not  
the one we were  
looking for but got  
what I wanted.

Mercedes Benz  
world, first, museum  
and car dealership in  
one.



Few good historical  
cars and plenty of  
new muscle.

4 or 5 F1 cars one on  
pieces hanging from  
the roof.



Have their own test  
track, sits on what  
was the old  
Brooklands airfield.

You can hire cars if  
you want ant test  
your skill on the  
slippery stuff.

BROOKLANDS, what  
a place, cars and  
aeroplanes, site of  
the first permanent  
race circuit in the  
world, apparently,  
2.4 miles banked  
circuit, some still  
existing.

Some of the  
highlights were a  
tour of #3 Concorde  
and sitting at the  
controls of the only  
2 seater harrier ever  
built.



The best bit was  
finding the Great  
granddaddy small  
Ford, a 1930 4 door  
Ford.



Interestingly the  
granddaddy of the  
Datsun flock was  
also there, an Austin  
no less with a  
pushbike for the  
breakdowns.



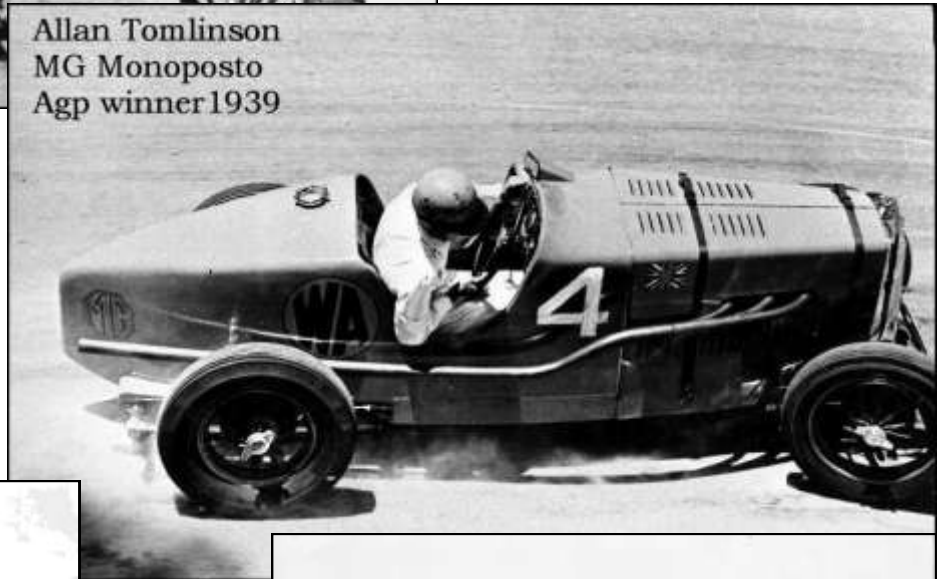
Off to Dover  
tomorrow

Muzz

# KENS PAGE



Allan Tomlinson  
MG Monoposto  
Agp winner 1939



Our good friend, resident photographer and historian Ken Devine has sent us in these treasures, of WA motor racing history. Rather than he tells us who they are, have a go and see how many you can identify! Our only WA AGP winner is a easy one and that's one point for you. If you think your clever then have a go at who is driving?

HISTORIC RACING ASSOCIATION OF WA

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Membership of the HRA of WA is \$30.00 and entitles members to receive a copy of the HRA magazine electronically Bi-monthly and invitation to all functions of the group. Help build historic motor sport in WA by becoming a member today

MEMBERSHIP APPLICATION FORM

WASCC CALANDAR MATRIX FOR 2011

2011 WA Sporting Car Club Circuit Racing Calendar Matrix	alcohol think again Night Racing	alcohol think again Night Racing	Auto trader Trophy	Torque Trophy	WA Historic	Tander Trophy	Race Meeting	Race Meeting	Formula Vee Nationals	alcohol think again Race Meeting	Super Truck XMAS Night Racing
Date	12-Feb	12-Mar	10-Apr	29-May	26-Jun	17-Jul	7-Aug	11-Sep	15/16 Oct	27-Nov	10-Dec
Circuit	Long	Long	Long	Long	Long	Long	Long	Long	Long	Long	Short
Formula Classic		✓			✓		✓			✓	
Formula Vee		✓		✓	✓	✓	✓	✓	✓		
Formula Ford		✓	✓	✓		✓	✓		✓	✓	
Improved Production Cars	✓	✓	✓	✓		✓		✓	✓		
Saloon Cars (AUVT)	✓		✓			✓		✓	✓	✓	✓
Saloon Cars (EAVN)	✓		✓			✓		✓	✓	✓	✓
Historic Touring Cars	✓	✓		✓	✓		✓	✓	✓		
Sports Cars & Marque Sports	✓	✓	✓	✓		✓		✓		✓	
Sports Sedans	✓		✓			✓	✓	✓		✓	✓
Street Cars			✓	✓		✓	✓	✓		✓	✓
HQ Holdens	✓	✓	✓				✓		✓	✓	✓
Groups J, K, L, N & S					✓		✓		✓		
Regularity					✓						
SuperTrucks											✓

## For Sale



### Mercury 100

Original 1950s race car. CAMS log book Group L.

1939 Mercury engine, Edelbrock alloy heads, Offenhauser alloy intake manifold with twin carbs. Close ratio gear box by John Needham.  
Ford front and rear end. All steel body on tube frame.  
Hoosier race tyres on Ford 15" rims.  
13.5 sec quarter mile at Geelong Sprints.

An easy to drive, reliable race car with purpose built tilting trailer.

Raced by me at Wanneroo, Phillip Island, Wakefield Park, Mallala, Winton, Northam and Albany Round the Houses and many Hill Climbs.

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# For Sale

**THREE LITTLE BEAUTIES FROM WA CURRENTLY ON THE MARKET AND LOOKING FOR GOOD HOMES. ALL WOULD BE ELIGIBLE FOR HISTORIC RACING AND TOURING EVENTS. WHAT BETTER WAY TO INVEST IN YOUR FUTURE, ADD ONE OF THESE TO YOUR SUPERANUATION FUND!**



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1933 MG J3 Supercharged. The Glacier Cup winning car from the Alpine Rally during the Golden era of MG racing success. Concourse winning restoration by renowned MG restorer John Hunting. Owned by Peter Briggs for 30 years and now on the market. Asking A\$220,000. Contact Peter Briggs 0412 105 374 or Graeme Cocks [gacocks@iinet.net.au](mailto:gacocks@iinet.net.au)



1928 Brooklands Riley Nine. An important genuine, original Brooklands Riley. Imported to Australia in 1928 and a veteran of three Australian Grands Prix (1929, 1930 and 1932). Factory prepared motor from George Eyston's Irish TT car. Requires completion of restoration. A\$160,000. Contact: Peter Briggs +61 (0)412 105 374 or email [gacocks@iinet.net.au](mailto:gacocks@iinet.net.au)

FOR FULL DETAILS  
PLEASE CONTACT  
GRAEME  
Graeme Cocks  
[\[gacocks@iinet.net.au\]](mailto:gacocks@iinet.net.au)

## For Sale



The fully enclosed car Trailer which once carried the Alvis "Comes with history" sorry no CofD!!

Contact Greg: Greg Eastwood [eastwood@iinet.net.au]

MANY KNOW THAT IM THE No 1 TICKET HOLDER IN THE FRANK MANLY FAN CLUB. HERE HE IS AGAIN FRONT PAGE OF THE MERCURY.

I HAVE A COPY OF THE LATEST NEWSLETTER FROM CAMS IN TASMANIA WHICH ALSO FEATURES FRANK. IF YOU WANT TO READ A COPY SEND ME AN EMAIL IM HAPPY TO FORWARD THE NEWSLETTER. IT HAS A GREAT ARTICLE ABOUT THE GROUP N'S EX WA.





The hubs were modified MG hubs originally. This, plus the need to avoid recessing the brake drum cooling fins inside the wheel rims resulted in a 9 inch distance between the load centre of the wheel and the king pins – an excessive dimension which placed an enormous load on the king pins and wheel bearings. This was modified to reduce the distance by an inch. New hubs were designed and were manufactured in Melbourne. Stronger wheel bearings were selected to suit the original stub axle dimensions. Fabricated steel backing plates were also designed to suit the stub axle mounts and to house the originally used Series 1 Land Rover wheel cylinders and Wolseley brake shoes at 12 inch diameter. A full set of original brake shoes was located in Malaga, here in WA. They were plastic wrapped, purchased at a swap meet in 1975 and had remained on a shelf since then. Land Rover wheel cylinders, complete with snail type adjusters were purchased new from an early Land Rover specialist in Melbourne. All brakes on the HWM were designed, fabricated and fitted as 'leading shoes', both front and rear.

Setting up the shoes and wheel cylinders to provide even contact with the drum entailed modifications to the seating at the trailing end. The bent wire is a precision indicator.



There were a few add-ons needed to ensure that the car could be used under current CAMS rules and regulations – a fire extinguisher, battery isolator, seat belts and a subject of debate – a roll bar. In 'historic' events the roll bar and seat belts are the subject of much discussion and debate. Both are removable on this car.

The fuel tank is aluminium and shaped to suit the rear cone shell of the car. It is held in place using straps and in its original format could be readily removed to effect a rear axle ratio change. This differential or should I say rear axle drive subject is dealt with later – now, back to the fuel tank. Internal baffles were riveted into the tank to avoid fuel surge and thereby reduce the sideways forces of up to 100 litres of fuel (almost 100 Kg) dragging the back of the car at times and to places where it shouldn't go on cornering. The original tank supplied was a bit of a mess with dents and cracked welds. Someone had attempted to weld it up using a technique unknown to qualified aluminium welders. This took a local specialist a few hours to rectify. His comments are not printable. The result however was good – no leaks. The fuel outlet was originally fitted with a long flexible line looped beneath the frame. The reason soon became obvious - when a change of rear axle ratio was required, the rear cone was removed (three bolts), the tank was unclipped and simply put out of the way without disconnecting the fuel supply line and when the gear change was complete, the reverse procedure saw everything back in place quickly and ready to go. Alf Francis, the mechanic who worked for HWM for years as one of two or sometimes three support members of the team (a bit different to the hundreds who form today's support teams) could change a rear axle ratio in less than 20 minutes and often did this after the first practice session at a race meeting after getting some feedback from the driver. This, together with carburettor settings, timing and supercharger boost were really the only changes one could make dur-

ing a race season when away from the factory. Very little information is available about front end or suspension settings in any literature read to date but it is reasonable to assume that, due to limited choices of cross ply tyres, quite a few cinder tracks and no differential (particularly on the early cars), the driving technique on corners would be 'controlled drift'. Given today's bitumen tracks and radial ply tyres, a diff becomes necessary to avoid gross amounts of understeer and excessive tyre wear along with the resultant decrease in performance. Again – "Sorry guys we had to make some changes to your original specifications to suit the 21<sup>st</sup> Century". It is noted that A Salisbury Differential was used as one of the upgrades in 1952. A Salisbury diff and the original Hardy Spicer prop shaft and half shafts are fitted to my car.



The rear end installed and checked – inboard brake drums can be adjusted through the holes in the drum and suspension rubber stops can be adjusted by re-setting the U-bolt hangers according to the weight of the car. Suspension travel can similarly be adjusted and used as a roll-control. The characteristics of the de-Dion provide a built-in sway bar effect. The aluminium panels supplied with the frame were essentially complete but were not finished and had to be 'adjusted' in some areas to permit correct assembly as well as to provide access to the rear torsion bar anchors and side panels. All 'shut' lines had to be checked and some reshaped to suit final assembly. The engine cover was cut and shaped to suit the exhaust outlets with riveted reinforcing around the edges.

Hand made pipes provide that unique look associated with many of the cars of that era. 1.75" diameter pipes are slightly larger than the cross-sectional area of the exhaust ports in the head. To some this is the wrong thing to do but a trick used in the 50's was to put a 'restrictor' in the pipes – often a manufactured venturi style implant fitted from the rear using a broom stick!!



Aluminium is great to work with but requires a more gentle approach than for steel sheet. Heat is transmitted much quicker by aluminium than by steel and as such is more demanding of accuracy and quick response when heating, welding and shaping using heat. Aluminium does not give much warning when heating – there is no readily discernable colour change indicating proximity to melt point so it is easy to blow holes in places where holes are not required. It also oxidises very quickly and is best welded under a controlled, inert gas atmosphere. It requires experience and 'feel' and as such is the province of experts in most cases. Thankfully, there were few instances of requiring such specialist intervention on the panels and, thanks to the previous advice of Master Metal Worker Cliff Byfield, the work was largely able to be completed in-house.

Making the exhaust manifold and pipes was a time consuming affair and, as stated by Brett Boughton some time back whilst working on his Fraser Nash, required regular visits to CIG gases to replenish both oxy and acetylene. There is an enormous amount of heat required over a large area when bending 2 inch diameter pipe in a slow bend of about 9 inch radius. Cold formed bends can be done in minutes by the exhaust companies but they deform the pipe into an oval shape and always produce 'necking' at the start of the bend – not acceptable to the guys in 1952 who often used a blacksmiths forge to heat the tubing which was packed with sand to prevent 'lobster-backing' and other deformation when bending. Here again, there are experts in WA who make complete extractor systems and very complicated manifolds using these old techniques and they could have made my simple system in a few hours. It took me several days to complete the manifold and another few days to weld up the joints and finish them off by

grinding and filing by hand. Blisters and band-aids aside, the result was satisfying.

It was decided to fit the car out for regularity initially – battery, starter motor, alternator, normal ignition, SU carburettors, electric water pump – all to make it easy to use on a track without relying on external battery packs and other 'racing' equipment. At some later stage when both car and driver have ascertained that they can both handle the speed, it can be converted to full race format with dry sump, webers and magneto ignition – Watch this space!

Some of the finishing touches are worthy of mention, not because they were difficult or caused any extensive pain but because of the people involved and assistance given. Notable in this short list is Allen Shephard who dug around in his shed and unearthed a set of aero screen fittings which he salvaged from a Jaguar factory rubbish dump at Brown's Lane many years ago. These cast brass fittings were unfinished but were originals from the early 1950's as parts for C Types.



The little Aero screen – parts rescued from Jaguar scrap yards, and true vintage mirrors thanks to Allen Shephard.

Having these available for hand finishing and fitting to the HWM was fantastic – a real slice of history. Likewise a pair of bullet shaped wing mirrors appeared out of a box – probably also period items. There are times when I know that Allen thinks back to the time when he and I discussed purchase of the Bits in 2009 and he decided to cross it off his 'project' list. It is entirely understandable that there might be some moments of regret, particularly when you stand back and look at the car in its almost completed condition – it is a very appealing visual exercise and probably one which is seated in the fact that these were the cars which first caught our imagination as kids – one step further into the realms of excitement, a step away from the more readily available XK 120s and other road cars of the time. These were the cars which our heroes drove – the substance of dreams



On the track for the first time at the RAC facility near the airport. The beast will not be painted until fully commissioned. At that time it will be painted in original light green metallic or 'pearlescent' as it was in that day.

Commissioning the car on the track took place in early 2011 at the RAC track in Belmont. Allen provided the transport and Jaguar trailer – a most fitting touch. All went well for the first couple of laps then the right hand front brake started grabbing. Another 12 laps or so were completed without using the brakes – just the clutch, gears and accelerator. It was an experience well worth the many hours spent in the shed as everything did what it was supposed to do. The suspension behaved well – no excessive lean, no lurching, no sudden movements or shocks. The engine did what XK engines do – start easily, go when you want them to, growl appropriately and snarl when asked to. The brakes – well, they didn't. Steering – a bit notchy but when you have 4 universals and some near right angle corners built into the system, that can be expected. Driving position – interesting and something which will take time to get used to. Visibility – fantastic. Fuel consumption – who cares!

Overall result – emotionally gratifying – a sense of achievement which is boosted by the knowledge that you have played a role in creating something which can give you an adrenalin shot every time you lower your bum into the seat.

I'm sure that sometime in the not too distant future Allen Shephard will accept the invitation to drive the beast and put a finishing touch to his significant contribution to this re-created HWM.

**Rod Mathers.**

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