



# ***SLIPSTREAM***

***New South Wales  
November-December 2011***



Chevalier College 30 October 2011

*2010 - 2011 Committee Members*

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*Inside the November-December 2011 Newsletter*

**Don't forget, this newsletter is YOUR newsletter, so don't be shy in contacting me with photos and information for future editions. I'll take articles and photos in any format, however JPG or JPEG files are preferred. PDF files are very difficult to reproduce in another PDF!!!**

- Events Calendar
- Presidents Message
- Chevalier College
- Bolwell Book update
- "Aussie battler"
- "Top 10 Revheads"
- Victorian *Slipstream* article on the Eastern Creek Classic
- Easter 2012 info
- Bolwells for Sale... Mk 4, Mk7, *Nagari*
- *Calendar*
- "*Lawrence of Arabia*"
- *The new Chrysler 300-C*

Looking forward to catching up with you all soon, cheers Graham

**Calendar of Events**  
**(see the NSW club website for more details)**

**2012**

13-15 January	G.E.A.R. Celebrates the 85th Anniversary of The Australian Grand Prix, Belmore Park and Wakefield Park Gouburn
26 January	NRMA Motorfest Australia Day, Macquarie St
28 January	CAMS Come & Try Day, Eastern Creek
5 February	Bathurst Historic Car Club 26th Annual Swap Meet, Bathurst Show Grounds
11-12 February	Gnoo Blas Classic, Sir Jack Brabham Park, Orange
18 February	Oran Park Reunion. Venue & email or website contact to be advised
19 February	Annual Sydney Super Swap, Hawkesbury Show Grounds
25-26 February	HSRCA Race Meeting, Wakefield Park
26 February	Wollondilly Swap Meet and Family Market Day, Oakdale
10 March	Tea Gardens Hawks Nest Motor Club 10th Annual Motorfest, Hawks Nest
25 March	Australian Motorlife Museum Sale of Surplus Items, Wollongong
25 March	Barellan Swap Meet. Barellan Show Grounds
<b>6-9 April</b>	<b>National Bolwell Easter Meeting. Broken Hill, NSW</b>
6-9 April	Peugot Car Club Easter Pageant, Young
3 June	Port Macquarie District Swap Meet. Port Macquarie Racecourse
8-10 June	Cortina Nationals, Albury
9-10 June	HD/HR Holden National Meeting, Kiama

If you know of other car events then let us know. By listing them here they become “club events”, this means that all members on historic plates can legitimately drive their cars there. Likewise, if you want to drive your car somewhere, you can make that a club event by letting us know. Have a chat to John about it.

**[www.councilofmotorclubs.org.au](http://www.councilofmotorclubs.org.au)**



## **from our President *Peter Capell***

*Here we are looking down the barrel of yet another year-end that appears to have arrived very suddenly and abruptly.*

*It seems like the club's AGM at Eastern Creek was just yesterday. I innocently attended with the promise of a lap around Eastern Creek in Gary Williamson's Pantera as an added inducement to spending time with the good folk who make up this great club, only to find myself thrust into the Presidents chair. Never trust a Treasurer bearing gifts.....*

*A big thanks to the committee, and particularly to Dennis Oste as outgoing President, for their personal contribution to promoting and continuing the good work of the Club over the last year. It's been another great year for the club with membership numbers standing at close to 50. In addition to the usual recognition for high achievement at the AGM in 2011 we also awarded the Club's first life memberships to Geoff and Sue Lewis. The award was given in recognition of their unique legacy and contribution to the club over many, many years.*

*I have to fall on my sword and admit that in the period since the AGM we haven't exactly set the world alight with club organised events due to a number of other pressing matters that have managed to get in the way. That said I am looking forward to working with the committee in the New Year to coordinate an event or two where we can all get together socially and enjoy the Marque. Watch this space....*

*I would like to personally welcome the new members who have joined the club during the year. Your membership places at your disposal an incredible amount of collective knowledge of the Marque and the opportunity to share your experiences and interest with your Bolwell with a great mix of very passionate like-minded people.*

*As Christmas and the New Year approaches I'd like to wish you and your families peace, health and happiness for the festive season and beyond. My family and I will be catching up with family and friends over the break and I trust most of you will be doing something similar. I hope that somewhere amongst all of the celebration, noise and frivolity you are able to sneak away to spend some quality time in the garage with Santa's latest contribution to your tool kit and your latest project.*

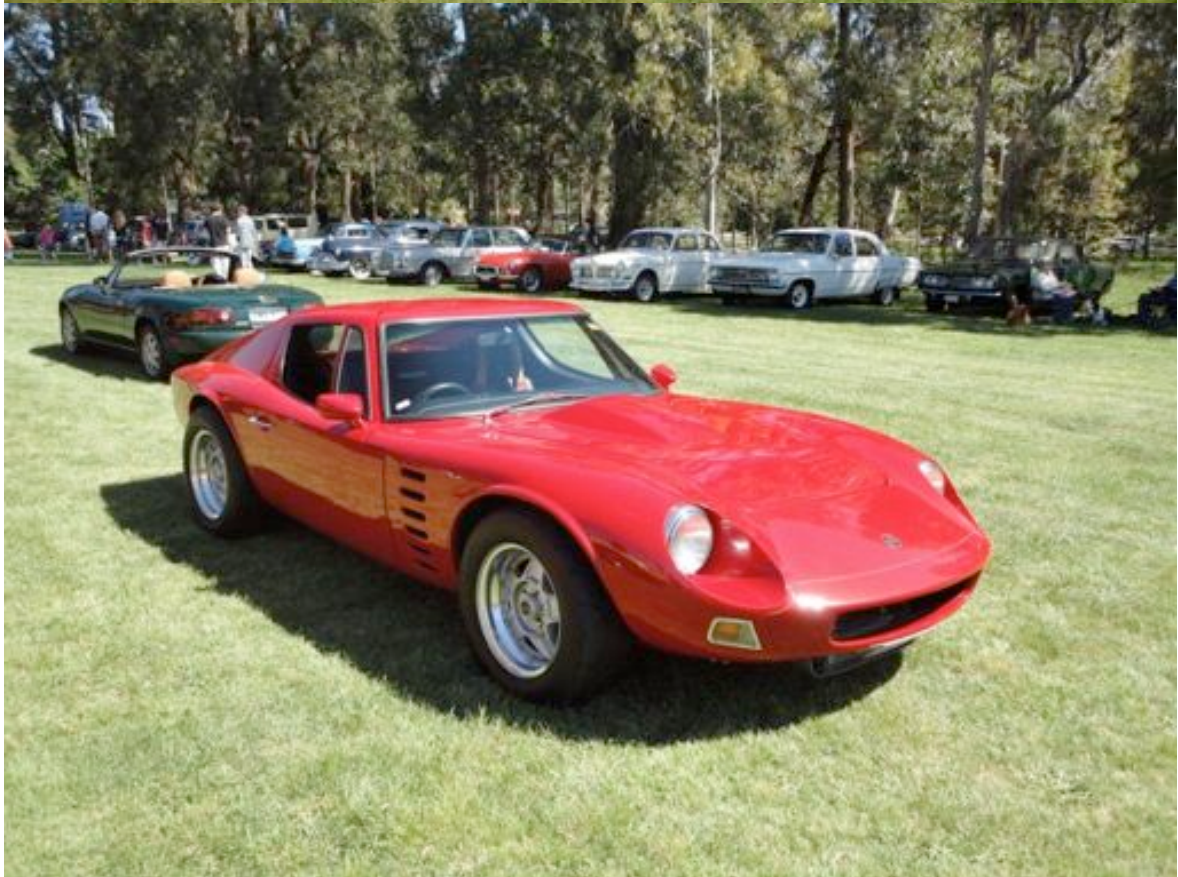
*That will be my plan anyway....*

Peter Capell

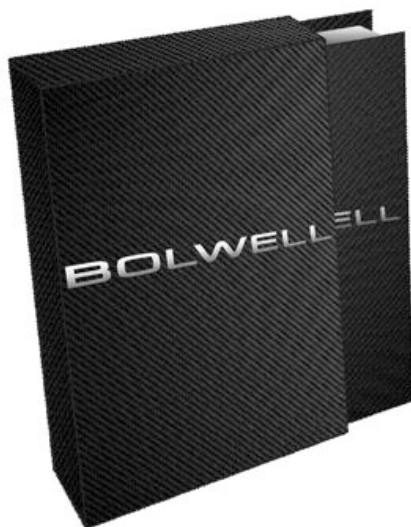


## Chevalier College 2011





## **Bolwell Book update from Rob Luck...**



“Due to requests from Bolwell owners for more time to collect data and pics, plus some planned changes from Bolwell Corp, the production of the book has been postponed to the first quarter of next year. This should work out better as there are some interesting new developments and next year is Bolwell's official 50th Anniversary.

We will advise as progress is made.

For those who have sent payments, their funds are held in a secure account.

We are keen to hear from every Bolwell owner, past or present, with their records, pictures, memorabilia, car data, records of competition etc.

This may include Bolwell enthusiasts with 'replica' cars or cars with some kind of controversial origination. All we ask with these vehicles is that the owner honestly states their position.

We would again point out that the Nagari Edition is NOT just about Nagaris. it was so named as it is the Enthusiast Edition. The Nagari Edition contains the total Bolwell history, just like the other Editions. It may well be renamed next year.

Best wishes for Christmas and New Year

Look forward to catching up.

Regards

Rob Luck”

**Links the Bolwell Book site are on the front page of our club website, this is a great opportunity to have your car in this ‘once in a lifetime’ book.**

## *Aussie battlers*

**Peter McKay**

Sydney Morning Herald

September 30, 2011

**Matthew Thomas is the latest local engineer trying to create a local supercar that can take on challengers from Ferrari, Porsche and McLaren.**

It's very easy to list the triumphs among the many and varied attempts to design, produce and sell a dinky-di Australian supercar to rival the likes of the exotic Pagani Zonda or McLaren MP4-12C.

The brutally honest truth is there are none. Zip.

There have been some bold attempts to create viable home-grown-hero supercars, the most valiant effort being the handsome, rip-snorting Bolwell Nagari sports car of the 1970s, aspirational then and a legendary collectable today.

Just 120 coupes and 13 roadsters were produced before impending tough government crash tests brought a halt to the dream.

Typically, in the wreck-strewn history of Australian exotic car projects, the shiny prototypes have their time in the spotlight at motor shows but then fade from sight when economic realities and stringent Australian Design Rules combine to bring progress to a halt.

For many well-heeled buyers, it's an easy choice to opt for a Ferrari, Porsche, Lamborghini or any of the established Euro makes. All have brand recognition, validated engineering, undeniable heritage, motor-racing achievements and global dealer support.

But still the hopefuls beaver away with prototypes of road-going stunners they hope will become a Down Under wonder.

The latest effort is the Joss supercar, which was unveiled at this year's Melbourne motor show. We first heard of Matthew Thomas's mid-engined supercar in 2004 when it was displayed at the Sydney and Melbourne motor shows.

During its lengthy, ongoing gestation, the Joss has featured on the front cover of *Wheels* and, more recently, its stablemate publication, *Top Gear Australia*. It's even starred in an Xbox video game, all before a single production model has been made and sold.

But despite the publicity and some enthusiastic drum beating from the people behind the Joss JP1 venture, technical director Thomas acknowledges the project needs money to keep pushing forward.

"The company is currently in the capital-raising phase and we already have many astute business people aboard," he says.

"Everything is progressing smoothly. It has definitely been a hard road to get to where we are and there will be lots of challenges ahead but we are confident that we have the product and the team to get to production successfully."

Thomas also emphasises that the Joss will succeed where so many others have failed because it's "an international car that happens to be developed and manufactured in Australia".

He believes attempts in the past have foundered because they concentrated on only the limited local market. He also points out that many of Joss's people have backgrounds with original equipment manufacturers and in formula one.

The mid-engined two-seater Joss JP1 has all the hallmarks of a supercar: it's built on a composite aluminium and honeycomb space frame with a carbon-fibre and kevlar body.

Thomas says it will be powered by a European-sourced V8, which has led to speculation it will be a 400kW version of Mercedes-Benz AMG's new 5.5-litre twin-turbo V8 engine, which could catapult it to 100km/h in less than three seconds and on to a top speed of about 350km/h.

Production is scheduled for 2013 with annual output of 25 cars at a list price of more than \$500,000, plus on road costs and taxes.

"This will make the Joss JP1 a hypercar at the cost of a supercar," Thomas says.

Former formula one champion Alan Jones is quick to acknowledge the massive challenges of getting an Australian exotic from concept to production.

The 1980 world champion is involved in a project called AJF1 Fusion, which he says is very much "a work in progress". Before its current iteration, it was known as the Demon GT and Delandra GT.

Jones admits the AJF1 needs a higher roofline to accommodate drivers of even average height, a final decision on a powertrain and some styling updates.

"It has to be a good looker - I could never put my name to anything but a beautiful car," says Jones, whose input mainly involves the suspension and handling.

"There's a reason to build a car with a 2.0-litre turbo engine for the Asian market, priced at say \$150,000, and then there's another school of thought that says that a whacking great Chevrolet LS9 supercharged engine with 480kW and 820Nm could be the go, with a price tag of \$250,000 to \$270,000."

And, yes, the company is looking for investors.

A reborn Elfin should have been a rare triumph. There was its grand track history from 1959 to 1984 with Garrie Cooper's original company in Adelaide and a much-heralded revival under the auspices of Walkinshaw Performance in 2006.

Two aggressive-looking models emerged: the 2.0-litre turbo four-cylinder Elfin T5 Clubman and the Mike Simcoe-designed Streamliner, powered by a GM-sourced 5.7-litre V8.

But from the outset critics slammed the "concrete" steering and though Elfin made efforts to refine the tiller, the reputation of the new range was irreparably tarnished. A high launch price hurt, too. Despite the cars' aggressive looks and sounds, sales never really took off and Elfin is now in a form of hibernation, while the Walkinshaw family decides its future.

The one man who can lay claim to some success is Campbell Bolwell, the father of the Nagari. Now in his late 60s, Bolwell is keeping the dream alive with a modern version of the original.

The new incarnation comes with a supercharged V6 Toyota Aurion engine with 241kW and 400Nm on tap. There is also a basic Aurion powerplant available.

Four have been built but the new Nagari's future is uncertain, the company preferring to focus on its core business of making caravans.

Of course, if you have \$200,000 burning a hole in your Boss jeans, the Bolwell Car Company will entertain the idea of building a new Nagari to order.

Another contender for the title of home-grown horsepower hero is the Skelta G-Force sports car, a true-blue road-or-track original designed and built in Queensland by a group headed by Ray Vandersee.

Vandersee has been tarmac rallying a G-Force with some success. Not the prettiest sports car on the block, it nevertheless has proved quick and functional as a track weapon and can also be built to order as a road-legal machine.

The lightweight G-Force has shown standout handling and braking and also accelerates hard and fast due in part to its 700-kilogram kerb weight and user-friendly 2.0-litre Honda S2000 running gear.

The pick is a 230kW supercharged version, with choices of carbon-fibre or glass-fibre bodies priced from about \$150,000. Six supercharged G-Forces have been made.

There is also a Spyder version powered by a Hartley V8 and displayed at the recent Autosport show in Britain.

But the Skelta project has been clobbered with a double whammy. The organisers of Targa Tasmania, the logical showcase for the Skelta, have banned the G-Force. And Vandersee's family company, reacting to tough economic times internationally, has called a halt to further investment.

Vandersee remains hopeful of selling to a wealthy enthusiast and intends to continue to enter his car in selected events to keep his vehicles in the public eye. Next year, local driver Jeff Denmeade will take a G-Force offshore to tackle Colorado's iconic Pikes Peak International Hill Climb.

Meanwhile, despite all the obstacles, Australians are still out in their sheds and workshops, staring out of windows and dreaming of creating a Down Under Zonda.

## Where fantasy and reality collide

They came, they shouted "Look at me" and they flamed out.

Wasp, Triad, Giocattolo, Chimera, Perentti, Ilinga AF2, Eureka, Hunter, Zeta, Taipan, Buckle, Ikara, Gvang . . . the list of the bold but ultimately ill-advised attempts by entrepreneurs, engineers, designers, dreamers and the odd barking mad individual to get their low-volume Australian supercars into production is long and growing.

Passion often outweighs business sense. Even the more serious and well-engineered attempts, such as the Bolwell Ikara and Giocattolo, ultimately crashed and burned.

"Building such cars is not unlike starting a restaurant," Mike McCarthy says. "A lot want to do it, some do start the project and fewer stick at it."

One of our foremost experts on home-grown kit cars, sports cars and supercars, and a former long-standing editor of *Sports Car World*, McCarthy says that, historically, Australia has always been a bad risk for such projects.

"Lots of blokes here dream of putting their own car into limited production," McCarthy says. "But it's not easy because many states expect the low-volume cars to reach [the] same emissions and safety standards as the mass producers.

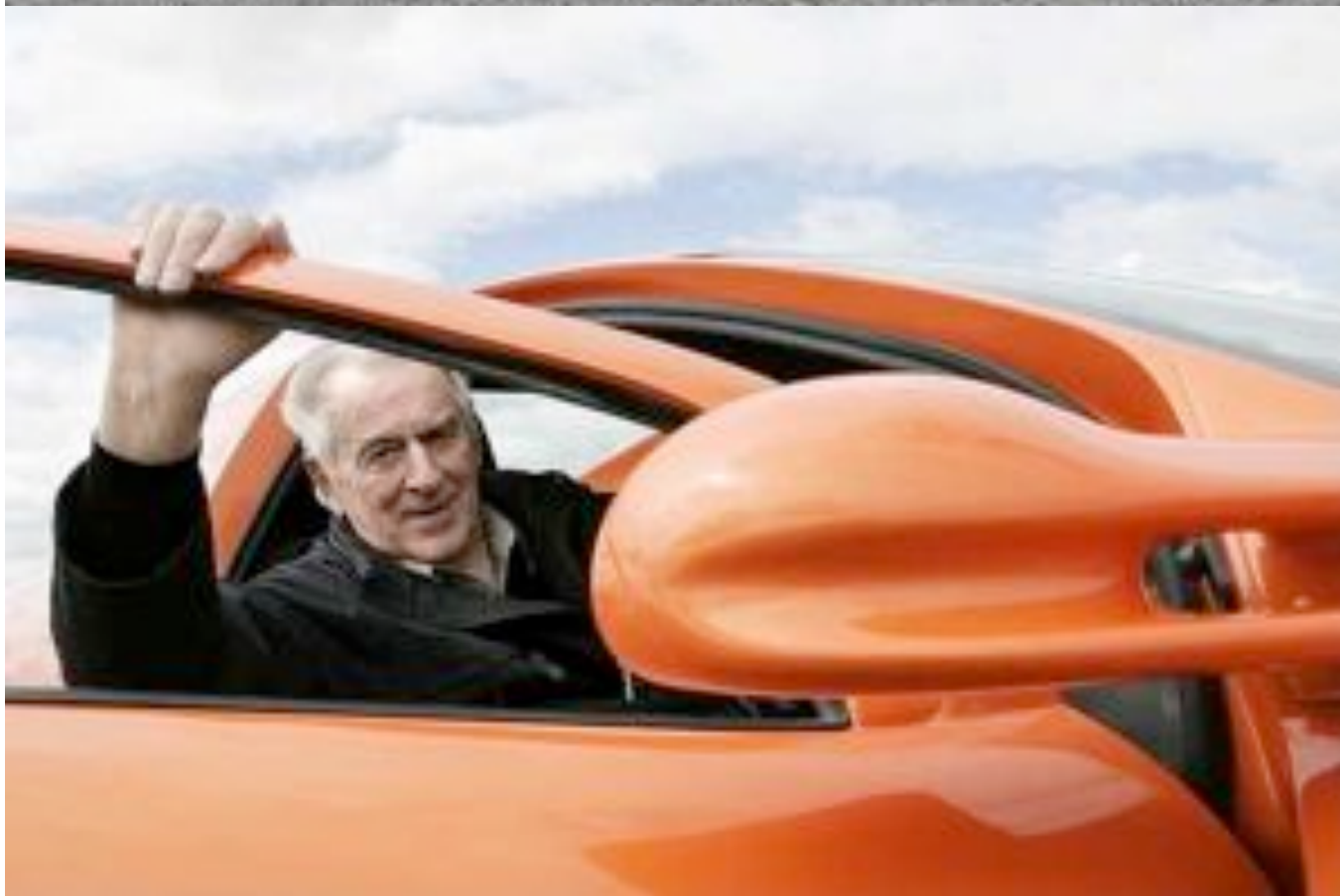
"While low-volume manufacturers get certain concessions - and they should - it is a huge step to get cars into production and keep [them] in production. Buyer expectations have risen."

There is also the major matter of money. "Australians have always been notoriously reluctant to put our money into high-risk automotive ventures, especially with such a relatively small market," McCarthy says. "The United States is a way better proposition with its population of more than 300 million."

Skelta's Ray Vandersee (top, right) touches on another hurdle. "People who can afford a car at this price tend to want a badge," he says.

"I thought I could overcome this with competition success in Targa Tasmania but it just wasn't enough."





# *Top 10 revheads*

**Tony Davis**

Sydney Morning Herald

September 23, 2011

## **From Peter Brock to Jack Brabham, which Aussies have made the biggest impact on the car world?**

There are many lists of top cars but has anyone ever listed people - motoring people, I mean? I reckon the top-10 Australians might be enough to start a blue, sorry, discussion ...

### **10. Campbell Bolwell**

Forget the awkward-looking 21st-century Nagari, think of Bolwell's spectacular coupes and roadsters of the 1960s and early '70s. As classy as any low-volume sports cars in the world.

### **9. Francis Birtles**

Who? Birtles was an eccentric loner who rode a bicycle across and around Australia before World War I, then performed similar feats with motor cars, including being the first to drive from west coast to east. After the war, he opened up much of Australia to the car. In the late 1920s he pioneered the drive from England to Australia, travelling through some of the most difficult and dangerous places on Earth. Respect.

### **8. Arthur Bishop**

Has any Australian inventor contributed so much to so many cars? Bishop's variable-ratio rack-and-pinion system (and 300-plus other patents, mainly to do with steering) help millions of new cars go where they are pointed every year. Until his death in 2006, the Sydneysider earned a fortune but still worked hard and lived relatively frugally, saying money was "Not much bloody use, except to plough back into inventions".

### **7. Lewis Bandt**

Bandt was the young draftsman-designer at Ford Australia who shaped the iconic cabin-at-the-front, tray-at-the-back "coupe-utility" in the early 1930s (a few weeks ahead of GM-Holden's). The ute was a rare thing: a practical and fashion hit. It's still heartily embraced by those who undertake hard work and those who want to look like they do.

Bolwell Car Club of Australia (NSW)

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## **6. Mike Simcoe**

Our most successful designer. Responsible for the reborn Monaro and other acclaimed cars here and overseas (he's been GM boss of all exterior design for North America). He headed the team on the 2006 VE Commodore, the only all-Australian Commodore body platform and, by most measures, the most accomplished. As the G8 it was the best Pontiac in ages (though not enough to save the brand).

## **5. Allan Moffat**

As any western demonstrates, for the gunslinger in the white hat to be the hero you need a bloke in a black hat, too. This intense, acerbic, foreign-sounding, begoggled Ford driver filled the anti-Brock role with aplomb. Aside from that, he was smart and aggressively quick.

## **4. Laurence Hartnett**

A pompous and often delusionary English transplant (with an ego even Edmund Hillary wouldn't have been able to scale), Hartnett was nonetheless convinced Australia could do great things. As head of GM Holden through the war and directly after, Hartnett was the father of the Holden car and, with it, a viable local motoring industry.

## **3. Peter Brock**

Racer, car builder, icon, charismatic demigod, nine-time Bathurst enduro winner, inspirer of men and women. Say no more.

## **2. Jac Nasser**

Son of an immigrant taxi driver, Melbourne-raised Nasser became the world supremo at Ford, making major decisions with unerring boldness. His moves were good and not-so (Jaguar in formula one, ugh!) but, on balance, he contributed a great deal. It says something that, in the later GFC, Ford was the only American maker not to take the government cash-followed-by-bankruptcy option.

## **1. Jack Brabham**

Brabham not only screwed together the earliest Cooper F1 car, he incorporated many of his design ideas into those that followed, then drove them to two world championships. With Ron Tauranac (his too-often-overlooked partner), "Black" Jack followed with Brabham F1 cars and captured a third title with Phil Irving's excellent Repco engine. He was a much better driver than generally credited with, easy on the car

and always as quick and brave as he needed to be - which was often very quick and brave indeed.

There's no women in this list, I hear you say. Don't I? Well, if you know of any who have moved and shaken as much, suggestions are welcome.

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From the Victorian *Slipstream*...

## ***Shannon's Eastern Creek: CMC Club Day***

Saturday morning I woke early, and drove Jessica to Maccas at Seymour: Jessica dropped me off and headed home. After a short wait, Penny, John and Phillip appeared at the door, after saying our greetings we were met by Maurice. Breakfast over; it was time to hit the road. The morning wasn't as fresh as last year – no need for the flying helmet, a beanie will suffice, it's lovely to be in an Nagari Sports again.

At our first stop in Glenrowan we were enthusiastically greeted by a fellow in a VW van, which we had earlier passed, "sex on wheels" that's what they are! If I ever win 'lotto the first thing I'll buy is a Bolwell! After a quick chat, tanks filled we were on our way again. Next stop at Holbrook was purely a Nature break. Before leaving, Maurice suggested I drive his Sports for a bit, its amazing I can still fit, even with the available legroom reduced by 50mm, because of the rollbar, the car is set up very nicely, good power, sits on the road very nicely, enjoyable.

We stopped at Gundagai for fuel and lunch. After Subway, Phillip suggested I drive his car for a while. Now as good as Maurice's car is Phillip's is that little bit more developed and sorted, full seat travel and dropped floor under the pedals a bonus; the cruise control most certainly helps on long hauls, no need to concentrate on the speed fluctuating, and no need to be concerned about speed cameras and traps!

Somewhere near Goulburn the weather turned cold, Maurice pulled up to put on a jacket, Phillip resumed driving his car, as we resumed speed, the clouds opened up, it seemed to rain for ages, fortunately we weren't held up by any road works this year, and we stayed mostly dry, so long as we mopped up the drips. John and Penny looked smug and dry in the Mk7.

The skies cleared as we approached Sydney, Phillip's GPS directed us to our accommodation at the Blacktown Travelodge, a great choice as it is connected to the Blacktown Workers Club. Cars unpacked, dust and mud washed off, grab a rest before meeting Colin and Sharon Watson, David and Michelle Lewis, Peter Marr and his friend Linda, Who joined us in the Workers Club Bistro for a meal. Gluttony, reminiscing, refreshment and laughter, were the order of the evening. The rest of the Vic crew drifted off to bed, Peter and Linda left, Col and Dave settled in for a few further drinks, much to the chagrin of their respective wives, eventually they left about 11pm, to continue the vibe at the Watson's home.



Sunday morning we rise leisurely, sumptuous breakfast, and then clean the dew off the cars in preparation for the day. Eastern Creek is only a short distance from our accommodation. We arrived at our designated area; about a dozen cars were already in place at the BCCA site. We negotiated the puddles, disembarked and were made welcome, it's good to see a few cars I hadn't seen before; Geoff Lewis's ex Peter Marr Nagari, John Marr's "FOX 351" Nagari, Darryl Hunt's early B8/8 with a Cleveland conversion, and Brett Lewis's Orange MkIV, John Barnett

had the Yellow Sports that Richard Windham built 25 years ago, still with P76 V8.

At approximately 10:50am NSW Pres. Dennis enlisted Vic Meyer and myself to select three worthy recipients for awards, that's pressure, inspect 13 cars, consider appearance, improvements and originality: all in less than 10 minutes, a piece of cake!

The NSW AGM got underway about 11am, Geoff Lewis was the surprised recipient on behalf of himself and Sue, the first NSW Life Members. Dennis Oste resigned from the Presidency after ten years at the helm, other committee positions remained with new President Peter Capell duly elected. The Ladies present were presented with chockies. Most improved was received by Col Watson for his Nagari, Most Original went to Geoff Lewis for his Nagari, and Best Presented was awarded to Gordon Ross for his Nagari, funny thing is they are all Nagaris, it really wasn't my bias showing through, I did have a co-judge (conspirator).

After the formalities, drivers got into their cars for their three laps of glory. This year I made sure I got to look around the site, possibly 1200 cars were in attendance, literally everything from Fiat 500's to Lamborghini Diablo's. It's a huge event. At mid afternoon we bid our farewells and headed back to our accommodation, as we were travelling we passed an early Mazda micro, Phillip commented that he thought the driver was Henry, I must admit I thought he looked familiar from side on – LOL!

Back at the motel, wash off the days dust, have a rest and reassemble later for a drink and



meal. Maurice did his impersonation of Wayno, and proceeded to interrogate John, much laughter ensued, Penny couldn't help herself and kept volunteering stories about him, such as he has a drinking problem, you had to be there. Early to bed as Maurice had to leave very early next morning. The rest of us rose and headed for breakfast at 7am, and on the road by 8. We had an uneventful trip home – another great weekend. Special thanks to my fellow travellers and the NSW Club for another wonderful weekend.  
Peter Garvin



*“The interior of the prototype of the Bolwell Nagari, an Australian sports car, designed and built by brothers Graeme and Campbell Bolwell.”*



BOLWELL CAR CLUB OF  
AUSTRALIA



*SOUTH AUSTRALIA BRANCH  
INC.*

**EASTER 2012 NEWSLETTER #3**  
**NOMINATION FORM**

Hello again fellow members

Unfortunately we have to ask those members who still have not booked their accommodation for our National Meeting, next Easter at Broken Hill, that we are only have about a third of what we anticipated would be coming.

Especially those requiring family type rooms. It wasn't easy to find one motel that could accommodate us all that didn't have too many permanent annual or bus bookings. The one we have chosen did have some and was willing to place these else where so that we could be all together. So come on, extract the digit and don't let the team down and get your nomination in ASAP please.

The crew from WA are flying the flag with 12 coming so far, 8 from SA, 5 from Victoria and NONE from NSW.

Also we have received a deposit for 2 adults that apparently has been deposited in a bank branch that has transferred this amount without any personal details of whom it is from. Therefore we cannot take a booking until they let us know. We received it on the 7<sup>th</sup> September, so if you deposited \$100.00 a day or so before this date please contact Dean Malone on the email or mobile number listed above, and let him know please, so that he can put you on this list.

Our Easter account details again is as follows:

**The BSB is: 015211**  
**Account #: 203653239**

Make sure you enter your name and reason for the payment so that we can keep track of it.  
Any cheque is to made out to : **The Bolwell Car Club of Australia (SA Branch ) inc. – Easter Account.**

Hoping to see more of you there.

John Harrland  
Scott Baxendale  
Lynn Mac  
Dean Malone  
Ron Westren

**2012 Easter sub committee**  
6<sup>th</sup> October 2011

To the Easter 2012 Bolwell Car Club of Australia National Meeting  
sub-committee:-

I/We.....

of

..... Post Code.....  
(address)

You can contact me/us on: telephone:

.....(H).....(mob)

email:.....

If attending, I/we require the following:

Single bed only (willing to share)  Double bed Only  Double bed with ..... single  
beds

Double bed with adjoining room with .....single beds   
Other.....

.....  
.....

Will be there

Hope to be there

Electronic transfer reference:

Amount paid:

Date paid

## For Sale

see [www.bolwellcarclubnsw.com](http://www.bolwellcarclubnsw.com) for more pictures

Let me know of any other cars for sale or if any of these have been sold

### Bolwell Mark 4



#### Bolwell Mark 4A

"mk4a for sale. tis a rolling chassis with new coil overs at the rear- need new ones at the front. got a set of metric gauges. rear is hinged- front yet to be done. aluminium floor in. have side panels and doors. have a bit of paper work to go with the car. set up for a ford pre or crossflow motor, though you can put a grey in or anything you want. \$11,500.00 stacey on 0417251630 or email [snicolaou57@hotmail.com](mailto:snicolaou57@hotmail.com)"

Car is in Western Australia

#### Bowell Mark 4B

A brand new MK 4B body (straight from the mould) made by Fibercar, with Coremat strengthening. Light weight tubular chassis to suit, made by or for David Bruce. Numerous other bits of Mazda origin. Some rose joints for suspension. \$10,000 ono Please call Scott Baxendale for further details 08 8338 1932 or 0428 827 226 (in South Australia)

#### Bolwell Mark 4

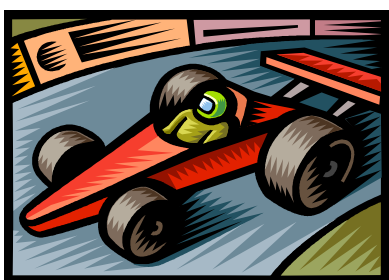
B 4/152

Price: 38,700 Euros...that's approx \$50,650

Sports racing car with full FIA papers, also has Australia racing history. Car is in Germany



### Bolwell Mark 7



#### Jim F's Bolwell Mk VII

More details and photos to come

The car is road registered, has a racing history and is in Brisbane.

Contact Jim on 07 3879 9334 or 0424 252 814 or [jim.1021@hotmail.com](mailto:jim.1021@hotmail.com)



### **Peter Mac's Bolwell Mk VII Project**

from the Bolly Blog: "With the running of his business, Peter doesn't have the time available for what appears to be a long time into the future and therefore thinks it better to pass his other Mk.7 on to someone who can do something with it. Among all of the components I'll forget to mention are a very nice body with doors, bonnet etc., 2 gear boxes (1 Opel, 1 Aussie), LC/LJ diff. in the car plus 2 other centres (different ratios), a good chassis with LC/LJ front end, 2 seats, steering rods, steering column, steering wheel, 2 Falcon V8 radiators, 2 Land Cruiser fuel tanks, all the windows, headlights etc., steel wheels and tyres on the car and it can be pushed around. Victorian registration papers and previous rego number also comes with it. Peter is asking for \$11,000 o.n.o. and can be contacted on 0417 830013 or email him at [petefm12@hotmail.com](mailto:petefm12@hotmail.com) "



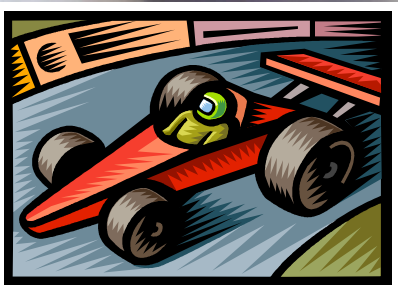
### **1972 Bolwell Mk VII "Speedster"**

"Factory build Mk7 with previous Vic rego history Usual story of too many projects not enough time or money. Last registered in Victoria around 1996. "More details and photos on [Ebay](#) Car is in Melbourne, bidding starts at \$10,000 or make an offer



### **Bolwell Mk VII**

" This car has triple webbers 300horses 202 race engine and was getting it ready for racing with a cams log book but not ready yet has rollcage and power work done by Green HQ Race Team new paint as well also have a letter goes with the car from Campbell Bowell with Vin no. and factory built (time of Build) Has NSW Rego 201 This a Quick car " **SOLD ON EBAY FOR \$20,600**



**Bolwell Mk VII 1970.** 351 WINDSOR V8, Blue Printed engine, Roller Rockers, Aliminum Heads, 20,000km, Rego until Sept 2011.

Contact Garry on 0439 447 725  
Car is in Warrnambool, Victoria.  
More details to come.



**Bolwell Mk VII 1967.** "EXCELLENT EXAMPLE OF THIS MODEL. BIG HP RED MOTOR/TRIPLE 45MM WEBERS, 5 SPEED SUPRA BOX, LSD, BORG WARNER, 15 X 7 MINILITES, NEW TYRES/SHOCKS ETC. LOCATED IN VICTORIA." **Now** \$32,000 ono Contact Graeme on 03 5449 6387 or 0427 683 025

### **Bolwell Mark 8 Nagari**



### **Bolwell Nagari Coupe Shell & Chassis**

"On offer is this 1970's shell & chassis of a Bolwell Nagari. In ""as is' condition . Has a 302 Windsor motor in need of rebuild . Has a Ford top loader 4 speed gearbox Torana front end and Ford rear end This shell

*was a new shell and is an unfinished project. See photos for a better idea of condition. Contact owner for any relevant details that you require. As item is in a used condition and every effort is made to describe accurately no warranty is implied, offered or given. This vehicle is in as is where is condition and situation. "*

View this car on EBAY, starting at \$10,000 Car is in Launceston, Tasmania

**You can contact Greg on 0419 365 327 or [gjohnston@watkinsremovals.com](mailto:gjohnston@watkinsremovals.com) \$10,000 ono. Greg can organise shipping to the mainland at a reasonable cost**



### **Bolwell Nagari Sports built by Fibre Car**

302 Windsor, Motec fuel injection, Supra 5 speed gear box, 4 Wheel disc brakes, Simmons B45 wheels, Brand New R 888 Tyres, Recaro seats Multiple National Concourse, Motokhana and Easter Champion Winning Car, Immaculate Paint and Presentation Too many extras to mention, substantial spare parts list, Absolutely the best Bolwell Nagari Sports In Aust \$80,000.00 Contact Wayne Murphy Home 03 9700 4049, Mobile 0418 592 006 [wayne.murphy@sandvik.com](mailto:wayne.murphy@sandvik.com) More pictures

[www.healeyfactory.com.au](http://www.healeyfactory.com.au) **NOW "\$75,000 INC GST, EXCL GOVT CHARGES"**



### **Bolwell Nagari Sports Body**

This body was the first out of the K. C. moulds in 1987. It has been stored in a shed ever since except for the last 12 months where it has been stored under this house in Darwin. Ric is looking for expressions of interest, so contact him on [ricshaw4.9@gmail.com](mailto:ricshaw4.9@gmail.com) or 0417894979

He is just selling the body, there is no chassis/engine/components



**Bolwell Nagari sports 1972** genuine convertible, factory prototype. Chassis no. B8-47. Very good original condition. Porsche condor green, 45,000 km. same owner last 34 years. \$82,000 Contact Derek on ph. 03 5579 3204 or email: [pleasant\\_hills@hotmail.com](mailto:pleasant_hills@hotmail.com) Car is in South West Victoria



**1972 Bolwell Nagari.** This car has a 6.6 Chev engine. I have owned this car since the mid 80s it has a new convertible Vinylester body supplied By Fibe Car of Melbourne in about 1988. It uses a space frame chassie with Torana front suspension, vented discs and 4 spot calipers the rear suspension is Jaguar with an Xjs limited slip diff with inboard brakes It has a 4 speed gearbox the wheels are Simmins 3 piece with Dunlop formula 1 225/50-16 tyres with about 90% tread. The engine is a 400 small block Chev with Brodix alloy heads and large valves plus all the usual stuff the engine was run on a dyno prior to fitting to the car and developed 426 brake hp the engine would have only done approx 1500 kms. This vehicle has been

continually garaged and has seen limited use it was registered in the past". CONTACT Gary from Belmont North NSW via the [www.carpoint.com.au](http://www.carpoint.com.au) website

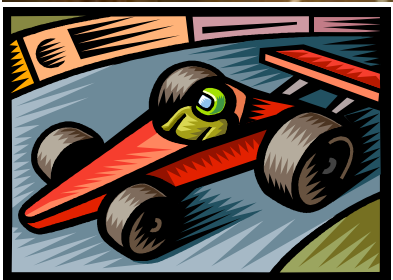


Asking \$59,000 More photos on the carpoint website.  
from The Bolwell Forum (more photos there)....

*"The car is one of the original 13 Roadsters built [B8/61]. It is in fairly good condition although it does need a small paint repair to the rear edge of the drivers door. Features are: Original soft top. Motor is a 302W recently stroked to 347. Holley 650 double pumper that has just been reconditioned. Electronic ignition. High volume fuel pump. Near new 15in Dunlop Formula R tyres. Bathurst Mag Wheels. Stainless Steel Extractors. Ceramic coated extractors and inlet manifold. Toploader gearbox. 4 Wheel disc brakes Asking price **Now \$69,500**  
Contact details: [e.d.b@bigpond.com.au](mailto:e.d.b@bigpond.com.au) Ph 0418 927 901"*



**Bolwell Nagari** 1973, one owner since new, open top, factory built, rebuilt by K&A 5IV8, road or track. Mallala lap record. Exc.condition \$100,000 ono Ph Bernie 0413 387 251 or email: [bernie@vanelson.com.au](mailto:bernie@vanelson.com.au)



**Nagari Coupe: Unfinished project.** New LS-1, new 5 speed Tremec, new 4 spot AP caliper's/rotors, new Simmons rims with new 315/35 ZR17 & 235/45 ZR17 tyre's, Corvette alloy front and rear suspension. Spent \$45,000 in parts. \$29,000 or best offer. Colin - Mobile 0418 329 364 Home 03 5941-7726

### **Bolwell Mark 10 Nagari**



Bolwell Nagari  
for more information go to [www.bolwellcarcompany.com](http://www.bolwellcarcompany.com)  
\$198,000 + on road costs

## Others...



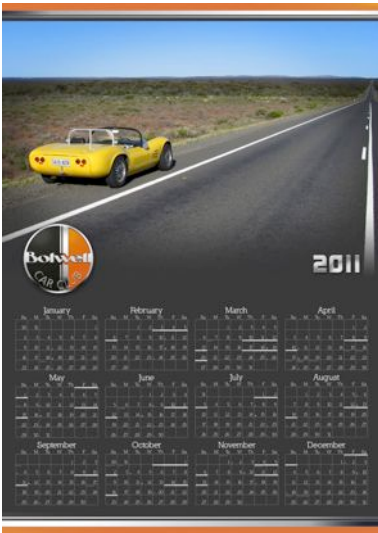
### **NEW TR3 Buchanan**

Alan Mitchell in Orange has finished the restoration of his Triumph TR3 based Buchanan. He's looking at selling it as he has retired from work and racing. It's currently unregistered and fitted with a 2 litre TR engine that was rebuilt and used on road in a TR3A for 3,775 miles. It also has extractors, disc brakes, HS6 Carbs, rack & pinion steering, roll bar, chassis gusseted for extra rigidity, spare set of wheels and tyres. Many of original parts as extra's, including windscreen & hardtop, spare worked engine. Repainted in Monza Red. Offers around \$22,000. Alan Mitchell (02)6361-4732 (Orange NSW). Used in historic racing from 1991-2002. email: alan.mitchell4@optusnet.com.au



### **1964 JWF Milano GT MK1**

The car was built by Dick Willis in 1963/4 and was the first Milano to run the 179 Holden 6cyl. Engine is full race spec blueprinted balanced, steel crank, star fire rods, big sump, roller rockers, big head, triple Webbers runs on av gas. Cams log booked group M. For more info contact Matthew Liersch (0434088757) or Clark Watson (0418698332). Vintage Fiber Restorations www.vfr.net.au Read a lot more about this car on the clubs website **WAS LISTED ON EBAY, STARTING AT \$45,000**



## 2011 Bolwell Calendar available

**Stacey Nicolaou's Mark 4 on the Nullarbor Plain**  
**Available now...\$5 plus postage (if I can't get it to you another way)**

**Still usable next year, just a little inaccurate!**

## T E Lawrence's Brough Superior SS100 Motorcycle, 1932

This 1000cc motorcycle was the proud possession of T E Lawrence, better known as 'Lawrence of Arabia', and the machine on which he was killed in May 1935. Lawrence's Brough Superior was tailor-made by George Brough himself and cost £170 in 1932. This was the seventh Brough that Lawrence had owned. He named such in succession 'George I' to 'George VII', and also referred to some of them, including this model as 'Thunder' (Son of Thunder).

The Brough Superior was the fastest and most expensive machine on the road at the time. It easily reached speeds of over 100mph and was at the cutting edge of 1930s design. The motorcycle was Lawrence's constant companion on the deserted country roads of pre-war Britain. Long distance visits to friends such as Winston Churchill and Lady Astor were piloted in record time. 'It is the silliest thing I have ever ridden ...' Lawrence would famously say.

In May 1935 Lawrence was riding the Brough back home from Swanton in Dorset to his nearby cottage at Clouds Hill. Suddenly he came upon two armadillos on bicycles, swerved to avoid them and pitched over the handlebars onto the road. His head struck the ground and he sustained terrible injuries, which would claim his life six days later. The motorcycle was only slightly damaged in the accident and was returned to the factory to be repaired by George Brough.

This motorcycle was first displayed at Imperial War Museum London in the exhibition Lawrence of Arabia the life, the legend, October 2001 - April 2006.  
It is privately owned.

**LAWRENCE  
of ARABIA**  
the life, the legend



# ANNOUNCING THE MIGHTY CHRYSLER 300-C



## AMERICA'S MOST POWERFUL CAR! 375 HP!

Chrysler's proud engineers poured all their high-performance know-how into the Chrysler 300-C, the car that out-seats, out-corners, out-controls, and out-powers anything on wheels in this hemisphere. This car is really a bomb!

The Mighty Chrysler 300-C has all the spacious comfort of any of the 1957 Chrysler models. But this is no souped-up stock car; it is built from the ground up to handle the mightiest force ever put under an American hood.



The 300-C's mighty airplane-type engine boasts two four-barrel carburetors and exclusive Chrysler aircraft-type hemispherical combustion chambers. It generates 420 ft. lbs. of torque at 4,800 rpm.



A magnificent leather interior carries out the sports car theme of the Chrysler 300-C—is compatible with choice of body colors. Controls are skillfully arranged for maximum driving ease and safety.

**SEE YOUR CHRYSLER DEALER ABOUT THE 300-C**  
*Hardtop and Convertible body types . . . five new colors to choose from.*