

April 2017

Issue No. 313

VINTAGE METAL

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

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Next General Meeting: Monday 3rd April 2017



Simon Fry's new car
JK&L Square Riggers Update

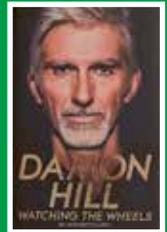
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Book review
Damon Hill



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FROM THE PRESIDENT

Hi Folks,

It's been a very busy four weeks since my last President's Report.

The planning for Northam Motor Sport Festival is progressing smoothly and the minor hiccups that arise are being dealt with. Robyn Larkin has taken up the role of Secretary of the Meeting which is great news. Rob has been a stalwart member of our organizing team in the past and it's wonderful to see her back in that role. We also welcome Mitre 10 and thank them for coming on board as a major sponsor for the next 3 years. The 2017 event will be the best organised Flying 50 the VSCC has conducted. All it needs now is your support.



Peter Harrold, Jen and I went down to Albany on the 15th and 16th of February to meet with the Albany Organizing Committee (AOC), Vicki Clark and Nathan Watson, the City of Albany Events and Communications Officer. The hospitality shown to us was second to none. We all have a common goal and that is the ongoing success of the Albany event.

The visit gave us an opportunity to ensure the organization for the Classic was progressing smoothly and to offer our help if it was needed.

Construction work is being carried out on the town Library this year and may affect the use of the pit area and the siting of the race control. Phil Shepherd and Kevin Organ are looking at alternatives and we will keep you up to date with any changes.

The VSCC has contracted a structural engineer to design a temporary pedestrian bridge, using sea containers, that could be used at Albany and Northam. Bridges built to this design will reduce the time the track has to be closed to allow pedestrians to cross, giving us greater flexibility to run more events. The VSCC has offered these plans and ongoing engineering support during construction to Northam and Albany for a nominal fee. The AOC has looked at the possibility of having a bridge built for the 2017 Classic.

The City of Albany has presented us with a contract for their financial support of the Classic in 2017. The contract is a discussion document and will be considered by the Management Committee and the AOC. An ongoing financial commitment from the City for the future is a high priority and will be pursued.

The Competition Committee, under the chairmanship of Paul Bartlett, is a very effective group. At the last meeting ten enthusiastic members attended and dealt with the complex management of our motoring events. Bert Van Zuylen was welcomed as a new member of the team and with his vast motor sport experience will have a lot to offer. If you are interested in becoming involved contact Paul.

The Club has made a great start to the year. The management groups are enthusiastic and optimistic which bodes well for the rest of the year. Take care, drive safely and I hope to catch up with you soon.

Rob Ozanne

**NOTE! DEADLINE FOR ARTICLES AND ADVERTISEMENTS
FOR THE MAY ISSUE IS APRIL 7.**

Craig Bradtke advised there will be a band playing from 3pm, Shire has free buses running to the Hill Climb and to the train station. Other events include a Men's Health issues car club displays etc. A film crew will be documenting all the events on the weekend.

CAMS 2SE Temporary Licence: These can no longer be applied for on the day. Check the CAMS web site for further information and the Vintage Metal April edition.

Paul Wilkins expressed concerns the advertising for the Northam event had been poor. Craig Bradtke advised \$4000 had been set aside for advertising and Facebook was a major part of the advertising program for this year.

b. Work Shop — Ron Fabry

Caversham car is progressing and can be moved under its own power.

c. Library — Mark Jones Not available

d. Social — Len Kidd No report

e. Regalia — Mike Barnes Not available

f. Caversham — Rob Ozanne: With the change of Government not much action until things settle down.

10. General Business:

a. Tony Brett — Re Club Volunteers/Officials. Tony felt that not enough recognition and thanks were given to the volunteers for the work they do for the club.

b. Ian Fry — Commented on the success of the Track Wars event in Albany. Over 220 cars took part. There may be some synergies between our two clubs. The concern regarding insurance of this event was raised.

d. Craig Bradtke Risk Management — Craig commented on the expertise CAMS has in risk management and highly recommended using them when developing our own risk management plans.

e. Graeme Whitehead — Reminder about the display of Vintage Cars at Northam and the April 23rd Shannons Classic car show. Graeme requires firm commitments and support for the event.

11. Guest speaker:

Thanks to Paul Roberts for presenting Stephanie Roberts' art work Oil on Canvas

Mike Gallagher: Presented his Jaguar MkII and talked about its history.

12. Next Meeting: 3rd April 2017

13. Meeting Closed: 9.00pm

Guest Speakers

At the March general meeting we had two presentations from club members, the first was from Paul and Stephanie Roberts. Paul runs a Silver Triumph Dolomite in some of our events, he is also a member of the TSOA. His wife Stephanie is an artist and has created oil paintings of a number of club members' cars. She can even insert the owner behind the wheel of the car if required.

The first picture on page 6 is of Stephanie and some of her paintings. She also does card size paintings that can be made into Christmas cards and the like. For further information their phone number is 0402 907 940.

The second picture is of Mike Gallagher's Jaguar MkII which is called The Blue Cat. It sounds a bit pussy to me but hey he is half normal, he does own a MG as well. Anyway, back



Above: Stephanie Roberts with samples of her work.

Right: Mike Gallagher's Jaguar attracted a lot of attention

to the story. Mike gave a great slide presentation on Jaguar's racing in Australia and overseas. He does know his stuff and his Jaguar, which he had on display, just looks a treat.

Ron Fabry

One Great MG Owner



FOR SALE!

COMMERCIAL ADVERTISING SPACE IN VINTAGE METAL

Contact David Moir for rates, etc

08 9244 1550 — 0400 813 141 — david.moir@iinet.net.au

New Club Windcheaters and Vests

Mike Barnes has organised new windcheaters and vests in club colours and he has samples available for viewing and trying on.

Place your orders at a club meeting or by telephone — 0437 260 433.

Mike needs your size, the style you require (windcheater or vest) and the number of items required.

DAD'S ARMY DATES – 2017

	WORKSHOP SATURDAY	WORKING BEE TUESDAY	DAD'S ARMY TUESDAY
APRIL	8	18	26 (Wednesday)
MAY	6	23	30
JUNE	10	20	27
JULY	1	18	25

VSCC OF WA CALENDAR 2016/2017

April

- 1 Lindsay Monk Hillclimb, Mt Ommanney (Club Hillclimb Championship Rd 1)
- 1 Minson Ave Motorkhana, Northam
- 2 Northam Flying Fifty Race/Regularity (Club Regularity Championship Rd 1, State Historic Regularity Championship)
- 3 General Meeting
- 8 Workshop Saturday
- **7 Copy Deadline May Vintage Metal ****
- 11 Club Management Committee
- 18 Dad's Army Working Bee
- 23 Shannons Classic Car Show, Ascot Race Course (see map below)
- 24 Competition Group
- 26 Dad's Army **Wednesday**

May

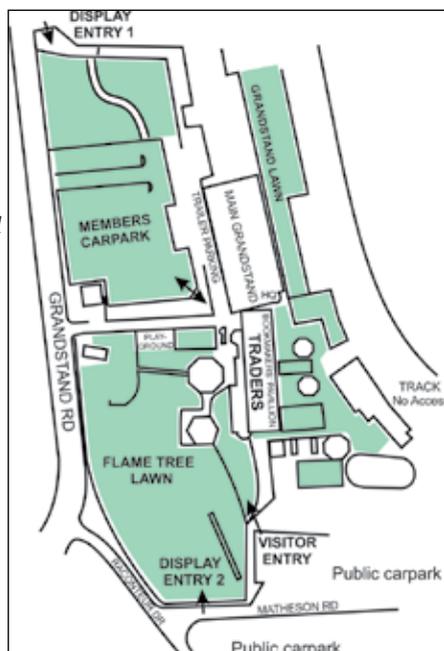
- 1 General Meeting
- 6 Workshop Saturday
- 9 Club Management Committee
- 11 Copy Deadline June Vintage Metal**
- 15 Competition Group
- 23 Dad's Army Working Bee
- 30 Dad's Army

June

- 3 Mt Clarence Hillclimb
- 4 Albany Classic
- 10 Workshop Saturday
- 11 Copy Deadline July Vintage Metal**
- 12 General Meeting
- 13 Club Management Committee
- 19 Competition Group
- 20 Dad's Army Working Bee
- 27 Dad's Army

July

- 1 Workshop Saturday
- 3 General Meeting
- 11 Copy Deadline August Vintage Metal**
- 11 Club Management Committee
- 17 Competition Group
- 18 Dad's Army Working Bee
- 25 Dad's Army



EDITOR'S RAMBLINGS



April Musings

April is a funny month this year. It starts out well with the festivities at Northam on the first and second. We even manage to have the general meeting on the first Monday — that's the 3rd. After that it gets slightly complicated.

Because Easter and Anzac Day could mess up the scheduling of printing and delivering the magazine, I have brought the deadline for the May issue forward to Friday, April 7. If you have an article or advertisement for the May issue, please email it to me as soon as you can. Please don't leave it until the last minute.

Dad's Army

As noted opposite in Dad's Army News, the Dad's Army Tuesday for April is on Wednesday because of Anzac Day. That's another complication for April.

Shannons Classic Car Show 23rd April 2017

The Classic Car Show moves to Ascot Racecourse for 2017. The space at Ascot is limited to about 1000 vehicles, but there is lots of shade under trees and under large umbrellas. Any marquees/tents larger than 6 m x 3 m are not permitted and this is an alcohol free event.

Drip trays will be required for anyone parked on the hardstand display areas

Entrance will be \$5 for adults. Children and display vehicle owners will have free entry.

No BBQ's will probably be allowed (to be confirmed).

Access will only be allowed from 6 am on Sunday 23rd April.

All proceeds from the Classic Car Show are to aid the Motor Museum Building Extension Fund.

Contact Graeme Whitehead, 0412 919 370, for information about the VSCC involvement.

Preserve It; Conserve It; or Restore It

The centre spread of this magazine is given over to an article I obtained from *Vintage Motorsport*. The format is as specified by publisher Mike Silverman and is a departure from the magazine's usual policy of allowing only exact copies of their articles. I convinced him to allow me to reformat the article to suit our smaller format, which involved a call to his Arizona office and a very pleasant conversation with Mike. The story and photographs are by Richard Newton, a regular columnist in *Vintage Metal*. He makes some excellent points.

Vintage Motorsport is a bi-monthly magazine and the only one to which I currently have a subscription. My wife tells me that it is the only magazine that I always read cover to cover. For information and subscriptions visit the magazine's web site at vintagemotorsport.com.

Simon's new Austin

On page 11 you will find a description of Simon Fry's new acquisition, a 1934 Austin Seven special, with supercharged engine and single-seater body. In case you are inclined to dismiss Austin Seven specials, remember that the first Australian Grand Prix in 1928 was won by Captain Arthur Waite (Herbert Austin's son-in-law) in a supercharged Austin Seven — and it wasn't a handicap race!

Bob Campbell

DAD'S ARMY NEWS

Dad's Army Tuesday in April

The first thing to note about this month's Dad's Army Tuesday is that it is a Wednesday!

That's right. Because the last Tuesday of the month is Anzac Day, the Dad's Army day will be Wednesday the 26th. I am sure that Ron Fabry will email all of us to remind us, but make a note of it in your diary or on your phone, tablet and/or computer if you've gone electronic.

Dad's Army in February

Dad's Army were busy in February with the Caversham Car and maintenance on the building and grounds.

On the 21st, Ron Fabry drove the Caversham Car from the workshop into the main building after the boys freed up the clutch. He got a fright when he discovered after turning into the meeting room that the brakes weren't working!

On the 28th, the boys were much more circumspect about moving the car, using the mower to tow it around — gently!

Alan Armstrong discovered how hard it is to solder a copper plate on to a sloping radiator. The solder kept running downhill.



Pictures, clockwise from top right: Robin Ferguson-Stewart uses the mower to tow the car around to the workshop, Kevin Dorn sitting side-saddle in the car to steer; Robin putting the mower to its correct use; Alan Armstrong attempting to solder a copper plate over the top opening of the radiator — he ended up taking the radiator out to complete the job; What a neat and tidy engine bay, my A40 engine never looked this good; Bill Dunn takes precautions as he sprays the weeds; Dick Turpin gets stuck into painting the gates over the front doors.



Guest Speaker for April General Meeting



After last month, when I discovered that the scheduled speaker wasn't coming about the same time as most of you received the March issue of *Vintage Metal*, you'd think I'd be cautious about announcing the April speaker — but I'm not.

At the April meeting we shall be addressed by Bruce Jones, who will describe one of his beautifully built specials. As most of us know about the Zephyr and Y-block specials, Len Kidd is hoping that Bruce will bring along his latest creation, a neat little

▲ Bruce standing by his latest creation. It looks Mallock U2-ish and is immaculately finished as with all of Bruce's cars.

► The front view with the split intake like a 1960s Ferrari and twin SU carburetors on the early pre-crossflow Cortina engine.

offset single-seater with early Cortina power. We live in hope.

If the planets are in alignment and Len keeps his fingers crossed, Steve Boyle will bring his Lancias to the May meeting and regale us with the history of Lancia and where



his cars fit into the story. No promises have been made by Len, but again we live in hope.

In the meantime we hope you enjoyed Mike Gallagher's talk and the Roberts' presentation of Stephanie's paintings at the March meeting.



◀ Bruce in the Y-block Special leads son Kingsley in the Zephyr Special at the head of the J, K, L and Squareriggers field at the 2016 Vintage Stampede

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JK&L SQUARE RIGGERS UPDATE



A "real" 1930s racer in miniature (with stickers removed)

Simon's Austin Seven

Simon Fry has obtained a new ride in time for Northam. It's a supercharged Austin Seven special and should be very handy in the tight confines of the Northam circuit.

The 1934 supercharged special is in the style of the factory's 1934 T. Murray Jamieson special side valve cars.

In their day the works blown sidevalve Austin Seven single-seaters were most succesful with many racing and speed records to their credit.

The engine is 4 cylinders with cast iron block and head. The bore has been taken out from the stock 54 mm to 57.5mm, which with the standard stroke of 76.2 mm gives a capacity of 795 cc. There are 2 inlet and 4 exhaust ports. The mixture is pumped in by a Godfrey supercharger fed by a 1¾-inch SU carburettor.

The brakes are hydraulic with 7-inch cast iron drums. There's a 4-speed Austin gear box and 16-inch Austin wire wheels.

It has an aluminium body on a steel frame.

The front track is 1118 mm and the rear 1143 mm, overall length is 3048 mm and the wheelbase is probably 1905 mm (stock Austin Seven). The car weighs 390 kg approximately.

This car started its life in Queensland in 1998 and was subsequently developed by a number of owners to what we see today.

Simon acquired the car in August 2016, and is looking forward to many years of fun, sharing the the driving with dear old dad.



Rear view shows the roomy cockpit and the faded Mighty Mouse sticker on the tail

Dear old dad has been at work on the machine, removing all of the stickers and even the race numbers. The car was first photographed as delivered, which was as it appeared at the Leyburn Sprints. Simon and Ian wanted a single-digit number and the only one left was 8, so the Austin will carry that number.

Apparently the car was known as Mighty Mouse and carried an image of the cartoon hero on the tail. Replacements were supplied with the car as the old sticker was faded. However, Ian is not keen to carry the name on. A pity really, as duels between Mighty Mouse and the White Mouse would have been fun.

See Simon, Ian and the Austin at Northam on April 1 and 2



The giant blower sticks out of the bonnet in this shot. Works cars had the blower mounted vertically.

Preserve It; Conserve It; or Restore It?

A basic charter for any museum is to conserve the objects placed in their care. The Simeone Museum in Philadelphia (simeonemuseum.org) believes that certain cars, because of their place in history, are deserving of the term “historically important.” These cars are like fine buildings and should be restricted from changes in their originality.

How does that apply to you? Do you, as an individual, really have any responsibility for conserving or preserving the car in your garage? Should the car in your garage be preserved? Or, does it require a restoration?

Preservation: The essence of preservation is stabilization. Preservation is an effort to decrease the rate of deterioration. It involves *maintaining* the condition of the car. If you're serious about preserving a vehicle you'll develop a maintenance program for it.

You should also drive the vehicle on a regular basis. The engine seals and brake components need to be operated to maintain functionality. Letting a vehicle sit idle for long periods of time can result in significant damage to a variety of components. Not driving a historic car is not the same as preserving one. Indeed, it may be just the opposite.

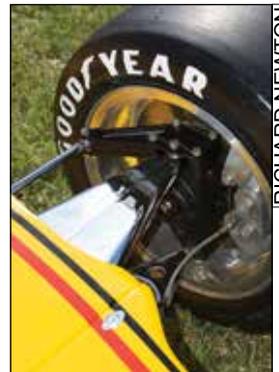
A properly preserved car will never deteriorate. At least any further than it already has. It may not get any better either but I'll get to that later. A preserved car is one that resides in an environment with the best possible conditions to ensure that there will be *no further deterioration*.

The vehicle you found in a shed or barn is generally an example of poor preservation. Several decades of rain and snow, not to mention rodents, have not preserved this vehicle. A barn find is normally not a well-loved vehicle. If you happen to acquire a car that was stored in a barn you may face some rather serious decisions regarding whether you should even attempt to preserve what is left.

Conservation: Conservation is *an intervention to protect* what's there. Conservation is an attempt to manage, or at least reduce, the effects of decay that takes place on a daily basis. This is very similar to preservation except that conservation involves some type of active intervention. Conservation is where objects are cleaned and stabilized to ensure their survival. This must be done without removing the evidence of their past life. Conservation may also mean that you do things to the car in order to make it more acceptable for display or in an attempt to enhance the car's condition and operation.

Again, these things should be done in such a way that no evidence of originality is removed.

Conservation is not an attempt to return the car to its original state. That sort of effort is called restoration. Conservation retains the history of the object. When cleaning always use the least aggressive products for the job. If you use an approach that is too aggressive you



RICHARD NEWTON

All of the history was removed and this car was restored to a state that never actually existed.

might very well damage the original finish. That's called destruction.

A conservation professional is the one who says "No" a great deal. A professional conservator's task is to protect the car. Some shops get aggressive with historically significant cars. They cause far too much damage using incorrect tools and improper procedures. When in doubt doing nothing is generally the best course.

Restoration: A restoration is an intervention that permanently changes the car. It's an attempt to return the car to some previous state. In some cases this may be a state that never actually existed. A lot of race cars have been restored this way. Many of the cars at the Pebble Beach Concours for example, have been restored to a state that never previously existed.

When you replace significant parts, whether original to the period or not, you're altering the historical integrity of the artifact, or vehicle. The original manufacturer's work is no longer intact and the research value of the artifact, or car, has been reduced.

There are also various types of restoration. We have the Pebble Beach type of restoration where every single component is replaced or renewed. Then we have restorations where the intervention is done with minimal damage to the historical integrity of the car.

There is no reason that a restoration must involve the entire vehicle. Many times only a single component needs to be restored. The decision to restore a car has to be the object of serious reflection. The current condition of the car has to be considered. Some cars have been so poorly cared for that restoration is the only solution. There is so little of the original history left that a complete restoration really can't cause further damage.

Because restoration is an intervention that actually alters the vehicle, doing nothing, at least for a while, is often the best path. The first step in any new acquisition is to preserve what's there. That may be as simple as placing the vehicle into a facility where no further damage can take place.

The most serious, and perhaps the worst step, is to embark on a restoration too quickly. The restoration of any object is generally not reversible. In order to replicate the finish of a part you normally remove the existing finish. Returning the car to some previous state means you have to destroy the current state. This is why restoration should only take place after a great deal of discussion and even greater reflection.



RICHARD NEWTON

This requires some serious thought. Should all of the history be removed? Or, is this an example where the history needs to be preserved?

This is a Shelby Cobra (CSX 3021) that has been properly preserved by the original owner. The car has only 3,800 miles.



RICHARD NEWTON

This is a case where all of the original history was removed. This type of restoration is really not reversible.



RICHARD NEWTON



The Bufori Geneva

AUSSIE EXOTICA BY BILL BUYS

IT'S not every day one sees a Bufori for sale, but one of the rare beauties turned up last year in a Perth showroom – and most people have no idea of what it is or where it hailed from.

Fact is, the Bufori, despite its Italian-sounding name, started life right here in Australia.

A product of the three Khouri brothers, Anthony, George and Gerry, it went into production in Sydney in 1986, using classic 1930s US grand convertible styling married to modern technology.



The 1994 MkII at Mean Machines

The Khouris, whose family migrated to Sydney in 1951, dabbled about with various names before calling their creation Bufori, said to have been derived from the first letters of the words beautiful, unique, funtastic (is that a word?), original, romantic and irresistible.

The handsome and meticulously handcrafted and ADR-compliant Buforis were built in Australia from 1986 to 1994. Production then shifted to Malaysia, after the brothers got a hard to refuse offer from the Malaysian king, and soon after, the prime minister as well, urging them to take their enterprise to Kuala

Lumpur. So 30 or 40 Malaysians were sent to Sydney to be trained in vehicle production before the operation moved offshore.

The first Australian model, called the Madison, was made from '86 to '88, using a 1.6litre VW engine. It was followed by the Bufori MkI, which could be had with 1.6 or 2.1litre power from '92 to '94. Then came the Bufori V6i, which had a 3.8litre Buick engine up front and rear wheel drive, and it was produced alongside the Bufori MkII, which used tail-mounted Subaru engines, and came in two and 2-plus-2 seating, and soft or removable hardtop. About 150 MkIIs were built.

The one at Mean Machines, in Rudloc Road, Morley, was a 1994 MkII, probably one of last Australian-made models. The classy Stutz-like sports car with its wing-mounted outboard

spare wheel is built on a VW floorpan and has a 2.2litre Subaru engine in its tail, all-independent suspension and four-speed gearbox. The body is all Kevlar and carbon-fibre and it's finished in a coat of pearl violet, with silver trim.

After the company moved to Kuala Lumpur, a classy two seat hardtop coupe, the Bufori La Joya, appeared – and was an instant hit with members of the elite set who wanted something different from Bentleys, Maseratis and other traditional upmarket brands.

Still in production at the time of writing, although it will be phased out in late 2016, the La Joya (it's Spanish for 'jewel') has a mid-mounted quad cam 2.7litre V6 driving the rear wheels through a tiptronic transmission.

The interior is of fine Italian leather and french-polished walnut burl veneer. Like all Buforis, the La Joya is made to order and hand-built to international standards in about 3500 hours. The factory in Kuala Lumpur has a staff of about 100.



The neat Bufori La Joya shows its classic coupe lines

The flagship is the statuesque Geneva, a car popular with sheiks and maharajahs and company spokesman Felix Haller says future models are in the pipeline.

A La Joya retails at about \$160,000 and the Bufori Geneva at \$500,000.

'Our main markets are the Middle East and Asia and we build about 30 vehicles a year,' he said.

'We currently have orders from Australia but they may not be delivered this year due to our busy production schedule.'

The super-luxurious Geneva uses a 6.4litre Chrysler V8 with a five-speed tiptronic transmission with paddle shift. It puts out 351kW and 630Nm, runs to 100km/h in 5.4seconds and has a top speed of 280km/h.

Fuel consumption, as if that matters, is 14litres/100km.

The big sedan's performance can be enhanced via an optional supercharger.

The spaceframe chassis is of stainless steel, there's a built-in rollcage, it comes with the full suite of electronic driver aids and can be ordered with a built-in fire suppression system.

A welcome feature of yesteryear is a comprehensive toolkit.

It has LED daytime running and taillights, reversing camera, automatic air purifier and freshener, a nine-speaker audio system with surround sound, Bluetooth hands-free communication, iPod connection, CD and DVD and you can order your Geneva with a 24K gold bonnet emblem and script in gold or stainless steel with blue sapphire zirconian.

The dash comes in walnut burl, but buyers can specify various other grain and colour choices.

The rear centre console can accommodate an automatic coffee machine, a Chinese tea set with instant boiling water, a fridge, a cigar humidor or a mini-bar. The rear lounge seats are electrically adjustable and feature heating and cooling as well as a massage function.

The car is also equipped with a thermal night-vision camera and adjustable air suspension.

Bufori also had a stab at motorsport, in 2009, when it produced its BMS R1 at the Macau Grand Prix, with former F1 driver Alex Yoong at the wheel. The car did well, running among the Aston Martins and Porsches before it crashed.

All up, an impressive and respected brand that started life in a garage in Australia.



LOADED FOR PHILLIP ISLAND

A large contingent of VSCC of WA members set out for Phillip Island on the weekend of March 11 and 12, including the truckload of cars above. In addition to this truckload, Bruce Jones set off with his custom-built trailer bearing the Zephyr and Y-block Specials. With luck, there should be photographs of the Western Australian contingent in action at the Island in the next issue of *Vintage Metal*.

The 2017 Phillip Island Classic Car Festival of Motorsport was scheduled for Friday March 17 to Sunday March 19.



Clockwise from left:
 John Rowe's
 Cooper Climax;
 John Morrow's
 Porsche 911 SC on
 the top, Peter
 Harrold's Datsun
 260Z below; Team
 Shep loads the
 E-type Jaguar; Rod
 Mather's HWM
 Jaguar





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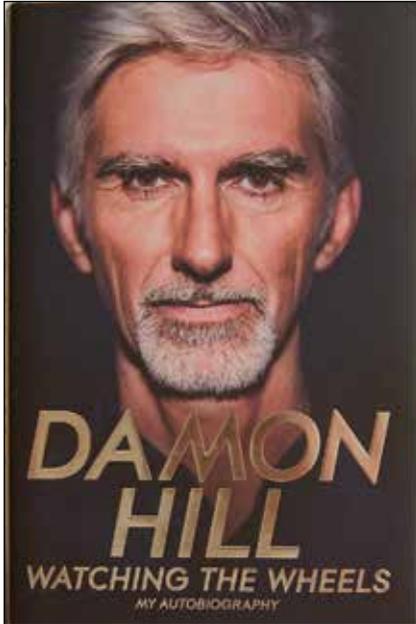


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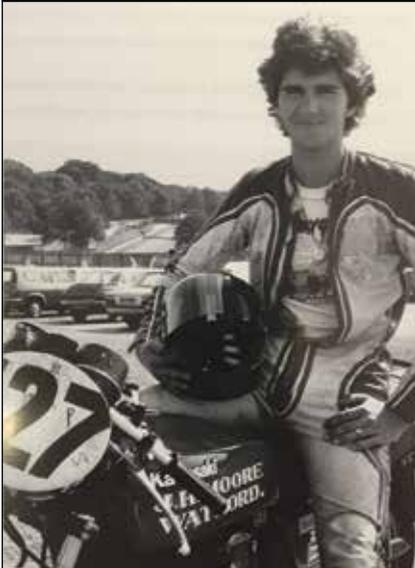
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BOOK REVIEW: DAMON HILL — WATCHING THE WHEELS



Wearing second-hand Phil Read overalls on his Kawasaki Z500 at Brands Hatch, doing what he loved most, September 1980



This is Damon Hill's autobiography that we've been waiting for years to see.

Released in 2016, marking the twentieth anniversary of Hill's World Championship success, it is a warts and all story of Damon's life. Being the son of a world champion certainly had its moments, but it was a life that was hard on Damon, his sisters and particularly his mother.

Being Graham Hill's son could be great fun, but the downside was that Graham spent a lot of time away from home and family, often taking his wife Bette with him. This left Damon and his sisters in the care of various au pairs and nannies.

From Damon's account, his parents didn't have a total grasp of the whole parenting scene and he describes how this affected him during his childhood.

The loss of his father was a major influence on how his life worked out. He describes how his father left the family in a financial mess, resulting in the sale of their house and most of its contents.

How he fought back from this and overcame his rather perfunctory schooling to become a fairly successful motorcycle racer is a fascinating tale that takes up a large part of the middle of the book.

The next step was to graduate from two to four wheels, coming up against younger drivers who



It's only natural. The top F1 drivers of the day gather round the latest recruit at Damon's christening in July 1961. From left: Bruce McLaren, Stirling Moss, Tony Brooks, Graham Hill, Joakim Bonnier and Wolfgang von Trips



Georgie watching Damon hard at work

had served their apprenticeships in go-kart racing while Damon was fighting his way into the motorcycle racing game.

An inept sponsorship chaser, Damon explains how the search for funding for his racing was time consuming and frustrating. One of his more surprising supporters was Beatle George Harrison, without whom Damon's four-wheeled career might never have taken off.

His pursuit of Georgie, his wife and greatest supporter, was, to say the least, unconventional and will amuse those who have more facility with the ladies. His subsequent fightback from being an unemployed racing driver with a wife, child and mortgage to support, shows the singleminded determination of this man, who was also fighting depression during the same period. It didn't help when mortgage interest rates shot up from 8% to 17.5% at just the wrong time.

Some success in F3000 followed and led to an offer of a testing berth at Williams just as Patrick Head was taking Williams to the top of the tree. Damon was the test driver who helped Nigel Mansell to his World Championship.

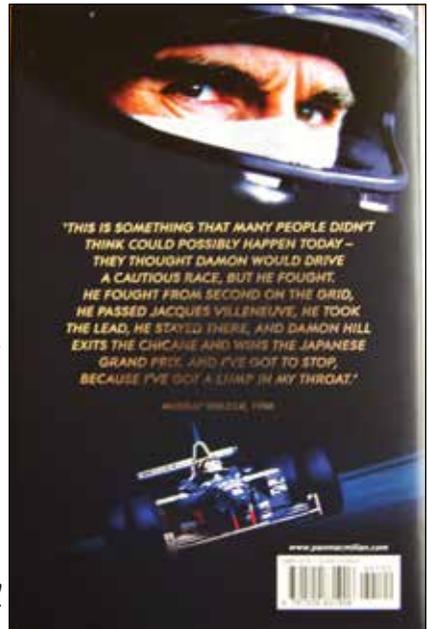
Nigel's sudden departure to Indy cars left a hole in the Williams driver line-up alongside once and future champion Alain Prost,

which Damon grabbed with both hands.

After a year supporting Alain in his fourth championship year, Damon found himself teamed with Ayrton Senna, a partnership cut short by Senna's tragic death at Imola. Damon took up the chase for the championship, a chase that ended when Michael Schumacher drove into Damon's Williams in Adelaide.

It is fascinating to read Damon's opinion of the other drivers, including Prost, Senna, Schumacher, Coulthard, Villeneuve and more, and his take on the crashes that made the headlines at the time.

This is the story of a man who was there and lived through a transitional period in Formula 1 racing, having grown up with a family connection to an earlier, crueller age. It is a great story and one every motor racing fan should read.



Bob Campbell

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Fuel tank, aluminium, approximately 30 litre capacity. **\$200.00**

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Renault 5 speed transaxles, 3 available. **\$500.00 each**



Magnesium rims – 4 lightweight 17” magnesium rims, 2 x 9.5” and 2 x 9.0”, 4 stud 114.5mm PCD. **\$350.00 for the set**



Contact: Brian Searles brian@melwest.net
Tel: 0438 160 435



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I would consider a single seater race car or interesting road car in part exchange.

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Email Rob@relianttowing.net

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- ▶ Peter Hall, Datsun 260Z



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Jaguar 1984 4.2 Sovereign, two owners from new, 136,000 km, unmolested no rust or accidents original car that has been always garaged and well cared for.

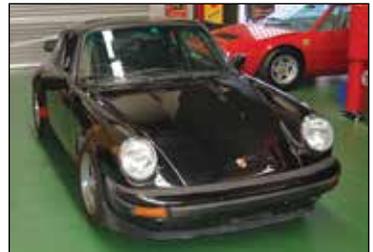
\$18,500.00 neg.

Porsche 911 — believed to be originally a 1973

911E — has now been modified with a 3.2-litre engine and used for tarmac rally, hill climb/club race car etc.

\$69,000.00 neg

For more info phone 0412 937 155



FOR SALE — SUNBEAM 20/60, 1924

Chassis 1470D Rebuilt c2000 with a body inspired by the specially commissioned Park Ward body on 20/60 XP9 as described in Autocar August 1924. Current owner since 2004. Good comfortable touring car with copious luggage space and long range. Good condition, having just happily completed a 1,000+ km tour.



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Car is in Sydney, please call (02) 9419 4251 or email realtmac@spin.net.au

FOR SALE – Miller Ford

Built 15 years ago by Robin Ferguson using specifications from the Ford Motor Museum in Detroit. Newly rebuilt motor, 274 cubic inches, Speedway Motors rotating assembly, Scat crank, Scat H-Beam rods, Ross forged pistons, Isky Jr 400 camshaft, Isky valve springs, twin Holley 94 carbs, exhaust extractors, 3.55:1 diff with open tailshaft conversion to flat-head diff, Mallory electronic distributor, modern type (Speedway Motors) water pumps.



Price (including custom built trailer) — \$20,000.00

Contact: Paul Wilkins – Mob: 0428 922 823 – Tel: 08 9387 5535

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FOR SALE — 2010 Isuzu NQR450 Crew Cab

Only 39413 km — Rego: 1 DLY 288

4 cylinder 5 litre diesel — 6 speed gear box — Modern transmission with hill start



Set up for equipment transport, currently used for race car Fits Mustang 1965 fastback, and tows car trailer, with MGC Uses 4.5 KM per litre.

Many mods include bull bar, spot lights, additional aerial, sprung drivers seat (original available) seat covers, reverse

camera, extra 24 volt plug for fridge etc, 2 x 12 volt plugs through transformer for phones etc, heavy duty winch, tyre rack, electric hydraulic ramps, beaver tail, extra 140 litre fuel tank (Total cap. 280 litres). Tow hitch with 12 volt plug.



General condition is A1 due to low kilometres.

Reduced to \$74,000.00

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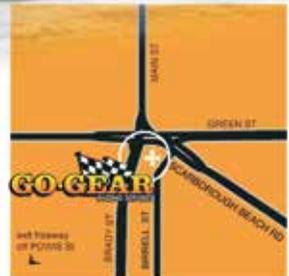
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