

# LOOSE FILLINGS

## GOOD VIBRATIONS

Welcome to the second occasional bulletin for enthusiasts of air-cooled F3-type racing cars. Someone suggested our newsletter should be called Loose Fillings, which seems appropriate.

This issue has news of recent events where air-cooled cars took part, has a nice history of the South Australian special the Waye 500, and also has a bunch of interesting questions from historian Kerry Smith.

Following our mailing about HSRCA's Pre-'61 meeting, we had a gratifying roll-up of cars and enthusiasts at Wakefield Park. We need another meeting like this later this year, at a small sprint meeting or lap-dash - in Victoria perhaps?

About 60 copies of this issue are being mailed. If you know anyone with an air-cooled car, or with interests in that sort of thing, please pass on their name and address, along with news, For Sales, gossip, and suggestions for new members or new meeting places, to:

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## AIR-COOLED AT WAKEFIELD

We had a lot of support from HSRCA to get as many air-cooleds as possible to Wakefield Park for the Pre-'61 meeting. Derek Greneklee slipped a JAP single into his Mk IX Cooper and hauled it all the way over from Adelaide; Rob Gunnell produced his Mk IV Cooper JAP 500, Andrew Halliday ran the ex Ashley Cowan Mk V Cooper Norton and Graeme Snape ran the blown BMW-engined Mk X. Of the non-Coopers, Gary Simkin had his JBS Norton, and David Catt ran father Kevin's amazingly original Robertson Indian, which has a pair of Velocette barrels and heads on an Indian crankcase.

Fred rolled his way out of the Butchers Picnic on Saturday afternoon, suffering no

personal injury, but bent springs and steering arms finished his meeting. He had brought a spare JAP single to Wakefield, but he hadn't counted on a rollover. So congratulations to him for having the car straightened and running - with the big JAP twin - at the Mallala historic meeting a few weeks later.

Amongst the pushers/tyre-kickers at Wakefield was Alan Harper, present owner of the Eddie Thomas 500, originally fitted with a five-stud JAP - does anyone know the whereabouts of Bill Pask, who could help with the history of this car?

Also seen were Peter Williamson (not the Toyota dealer), who previously raced the Mk IV Cooper now owned by Matt Segaffredo, 500cc pioneer Bob Joass, and former Australian Cooper agent and driver John Crouch.

## AIRCOOLEDS AT WINTON

Not much detail to hand from Winton in late May, but the *Loose Fillings* Spy heard five aircooleds were there: the ex Hylton McGee Mk V JAP, driven by Mark Dymond; Fred Greneklee's dynamite Mk IX JAP twin; John Caffin's ex-Rainey

blown Mk IX Manx, Matt Philip driving the ex-Davison blown Vincent-powered Mk V Cooper Irving (which had blower drive problems and never got to race) and Alan Morton with the Sydney-built Alba Triumph.

Seen spectating was Mk IV owner John Bodinnar from Moyhu (which, for trivia nuts, is 26km from Glenrowan).

## THE WAYE 500

This nicely-built Adelaide car was brought to Sydney a few years ago by David and Andrew Halliday. They have supplied the following notes on the car's history.

The Waye 500 was built in Adelaide in 1953 by Jack Waye and painted red. The original engine was a speedway JAP 500 with an ordinary Norton box.

Kevin Fuss bought the car in 1955 and in 1956/57 changed the engine and gearbox to Manx, and painted the car green. He also made the present oil tank, altered the carburettor to the present system, and made different sprockets for racing and hill-climbing.

Kevin raced it at Port Wakefield and Mallala, and ran it at WRE sprints. Bernie O'Hare drove the car at one Collingrove meeting. It has been timed at 98 mph.

In 1966 the car was bought by John Vinall, who ran it at Mallala and Collingrove. He improved the rear vision mirrors and repainted the car green. He made alterations to the gearbox but these were not recorded (a BSA clutch may have been fitted). A mechanical inspection revealed cracks in the flywheel and as a result the car was laid up and not raced after 1967.

In October 1971 John and his fiancée

## URALLA WAS COOL

URALLA, about 20 km south of Armidale, staged the first New England Grand Parade in May. It was a great weekend in the Guyra style, good for blowing the cobwebs out of the exhausts of various air-cooled cars.

Joe Wilson and Kenneth Philp who brought their three-wheeler Morgans down from Queensland, and Kenneth won the John Crouch Trophy for Best & Fairest participant.

Maurie Pearson produced his magnificent 1953 Norton special, the best-restored air-cooled I have seen. It had a few teething problems, but this was its first event after a long restoration.

Alan Morton had his yellow Triumph-engined Alba running sweetly all weekend, and I envied him his roller-starter - he can start the car and drop it off the rollers by himself.

I had clutch problems all weekend with the Cooper JAP. I can't run over 3 1/2 thousand revs without slipping the clutch. I will sort it out soon and have a good weekend - I hope. The highlight of my weekend was having a run in Dick Willis' Cooper Climax - what a buzz! Thanks, Dick.

Meantime, best wishes and see you all next time.

*Mike Gosbell*

were killed in a road accident. The car remained with the Vinall family, and John's brother David had the engine overhauled in 1992 by Bob Jolly. The car was run for the first time since John Vinall's death at SCCSA's Parafield Sprints in November 1993, where it went well for two practice runs but then slipped its timing and was returned to storage.

It was bought by Andrew and David Halliday in May 1997 and brought to a new home in Sydney, where the Manx Norton engine was removed to be put into the ex-Shipway Cooper to replace the Inter Norton. It was then that the slipped timing was discovered.

Andrew and David also discovered they could not fit into the car, and it seems some alterations will be needed. The car is presently in storage, but in the meantime father Don Halliday has bought a 500 JAP from David Vinall.

### KERRY'S KWIZ

(Being questions from 500cc historian Kerry Smith, who does not necessarily have all the answers.)

- ☛ What was the original colour of body, wheels and upholstery of Reg Smith's Cooper known as Warm Rod?
- ☛ Where is the Roy Blake/Steve de Bord Bruce Walton etc Mk VIII Cooper? Where was its last known outing; when was it; who drove it?
- ☛ Who re-bodied the Jack Saywell Mk IV Cooper JAP? Was it made necessary because of the Easter '57 fire at Bathurst when driven by Bill Reynolds?
- ☛ What Australian Cooper, imported new, has had the greatest number of owners?
- ☛ What happened to Mk IV Cooper chas-



Kevin Fuss with the manx-powered Waye 500 at Mallala, 8 January 1967

sis 10/54/50 imported by John Crouch for Alan Roberts? Can anyone confirm or add to the following pedigree: Alan Roberts (1100 JAP) Sept. 1951; Jack Brabham (500 JAP, 1000 Vincent) Oct. 1951; Jack O'Dea, Mar. 1953; Owen Bailey, Oct. 1956; John Bryson, Sept. 1957; Keith Soames, July 1959; Greg Hunt, Jan. 1960; Diane Leighton, Mar. 1960; Ron McCormack - ?

☛ What happened to the Mk V 1100 JAP Cooper chassis L/6/51, imported by Crouch? Its lineage seems to be: Bib Stillwell, July 1952; Dick Cobden, Feb 1953; Stan Mossetter, Jul. 1953; Ken Richardson, Mar. 1955; Rex Taylor, 1956; Peter White, 1957.

Comments, anyone?

### BITS AND PIECES

- ☛ Warrick Hansted still wants to sell the Robbins 500, an early-'50s car with wire wheels, BSA single and gearbox, and de Dion rear end. Complete, a goer, log-booked, lots of history and spares. Ring him on 03 9555 0463 (home), 03 9881 6857 (work).
- ☛ The Walton JAP - Bruce Walton's first car - is almost finished its exhaustive restoration by Terry Wright .
- ☛ NSW used to present two trophies for air-cooled Historic cars. Now no-one can find either of them. Do you remember any of the previous winners? If we can track the winners we can track the trophies.
- ☛ We need to decide on our next air-cooled gathering. Any ideas?



Left: Wakefield Park, Gary Simkin, David Halliday, Rob Gunnell and Graham Snape (L-R).

Above: Who, what, where, when? Where is it now and what was its nickname?