

GOOD VIBRATIONS

There was strong and positive response to the last issue of this occasional newsletter for enthusiasts of air-cooled racing cars, as you will see from this issue's many stories and photographs sent in by readers. Clearly, *Loose Fillings* has found an audience which, while it may be small, is very keen, and this issue contains more air-cooled history than has been published for probably 40 years.

Incidentally, the name *Loose Fillings* was suggested by Peter Addison, proprietor of Motorbooks in Cremorne (Sydney), who is a very keen classic bike man as well as a historic car racer.

A frequently-asked question has been, "How did I miss out on the first issue?" and the answer is that very probably you didn't - it was the special covering letter which HSRCA sent out to our list of aircooled enthusiasts back in February, in the weeks before the Pre-'61 Wakefield Park meeting. So, if we call it Issue #0, then the last issue was really #1 and this is #2 (too) so you haven't missed one at all!

For the time being at least, *Loose Fillings* will continue to be free, but if you feel like it you can send a book of 45c stamps to Gary Simkin. Gary is also the contact point for *Loose Fillings* news, for sale items, etc at 28 McClelland St, Willoughby 2068, phone and fax 02 9958 3935.



LOOSE FILLINGS

BITS AND PIECES

Tired of bending double to work on the race-car? Barry Lapham manufactures surgical-style wheeled work-tables which let you bring the car to a sensible height. Barry is now running his own workshop, on the lower level of 49 Whiting St, Artarmon, and is renting floor space for racing car storage; call 02 9437 9644 for more details.

☛ Terry Wright speaks highly of Garry Phillips' Wire Wheel Services in Five Dock (02 9713 4201). An urgent wheel job delivered to Gary's place on a Saturday was finished by Sunday morning. *Loose Fillings* understands Gary has some links to the long gone Ryders Wheelworks without which we have been a bit stuck in Sydney. Mind you, David and Colin Gilbert at Neway Motor Wheel Repairs (03 9457 3141) have a well deserved reputation and Terry reckons the cut 'n shut

Brazilian VW 15" rims on the Walton-JAP (below) are testimony to that.

☛ Roger Barnes, one of Noel Barnes' boys from Tamworth, says they hope to have Noel's 500 JAP-powered Marwyn running early next year. Eric, another of Noel's sons, will probably drive - he is the 1999 NSW hillclimb champion in his self-developed Farrell Toyota, and finished second in this year's Australian title.

Noel, who has just had a hip replacement, ran the UK-built Marwyn at Newcastle and Tamworth hillclimbs in the 1950s and never got around to selling it. The car is not quite as spindly as the first Marwyns, but is still pretty tall and retains a live rear axle, and for sure it is highly original. While the boys were looking around in the shed, they found a spare five-stud JAP!



Soon to be back on the hills - the Walton-JAP, with Bruce Walton driving at Templestowe in 1953 with the original 996 cc 8/80 JAP (left) and as it now is (above) with detachable roll-bar which also provides a top mounting position for a modern harness. The car now has a so-called "Mk2" 1100 cc all-alloy JAP, but without a blower, as later used by Bruce.

☛ Don Hall in Perth advises that the ex-New Zealand Mk10 Cooper-Vincent previously owned by Brian Harker is now owned by Ian Boyd in Jurien, on the coast about halfway between Perth and Geraldton.

☛ Gary Simkin is organising a batch of replica Cooper steering wheels, with leather rim to customer's choice of colour. Price looks like being around \$300; more info from him.

☛ Julian Stirling has bought a complete new supercharger for his ex-Lex Davison Mk5 Cooper-Irving, to replace the worn-out one which gave driver Matt Philip so much trouble at Winton.

☛ The wire-wheeled JMW advertised some months ago in *Unique Cars* has been sold by Col Porter to Pam and Barry Perry at Ocean Grove, near Geelong. The car currently has a Matchless engine, and in the mid-'50s originally ran a 250cc Excelsior Talisman.

OUR NEXT MEETING

While HSRCA will not be running a pre-'61 meeting next year, it will again offer "come and try" licences for its March historic Wakefield Park meeting, so we will again be able to use the easier CAMS licencing opportunities which were available at this year's pre-'61 meeting. Without those concessions on medicals, costs and vehicle paperwork, a number of air-cooled cars and their drivers would not be prepared to run.

We might also consider running our cars at an event without a CAMS permit. In itself, this is no longer the hanging offence it used to be, although CAMS of course doesn't like it much. But some of us may feel that going outside CAMS is "not cricket," and the last thing *Loose Fillings* wants is to get involved with CAMS politics.

However, if the idea of taking part in a non-CAMS event does not cause too much grief, then perhaps we could consider running our cars in one of the GEAR (Golden Era Auto Racing club) days of regularities and super-sprints at Wakefield Park. Running at a GEAR meeting does not stop CAMS licence-holders from also competing in CAMS-permit events. The only drawback of GEAR meetings is that they are run on Wednesdays.



Right: Alan Harper's mystery car (photos scanned by Alan's neighbour and emailed as .bmp files to Loose Fillings - worked brilliantly).

FOR SALE

Cooper Mk4 1100 JAP - the most original in the world. I have decided to sell the Crouch Cooper, which is still in unrestored factory trim, mechanically fully rebuilt and race-ready. May trade pre-'60 racing or sports car with starter motor - I have run out of pit crew. Price \$50,000. Phone Mike Gosbell, 02 6651 8141 ah.

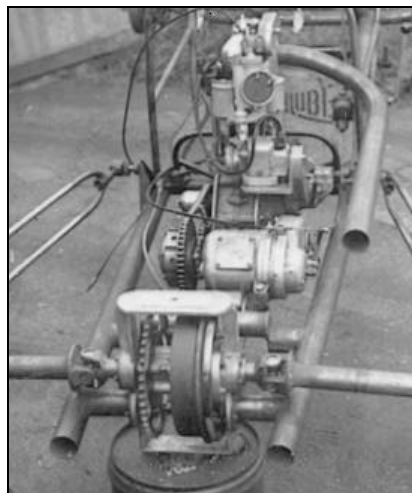
THE WHITESON SPECIAL

"I received my *Loose Fillings* in the post," Fred Greneklee writes from Adelaide, "and appreciated their return. I knew they'd fallen out somewhere, but couldn't place just where!"

"Some 15 or more years ago, before I got the Cooper, I bought the remains of the Whiteson Special, built in the early 1950s. It ran both a Triumph twin and a JAP single, with Norton gearbox. Its history was obscure but at the time I got permission to rebuild it as a Group M historic car using either of the above engines.

"The chassis is a very rough copy of a Mk9 Cooper except all the tubes are straight and the welding is incredibly bad! They wouldn't let it on the track to-day.

"On the other hand, it has lovely cast alloy wheels, and very well made transverse springs and uprights. But the rest of it is absolute rubbish! I put it aside when I



got the Cooper.

"When I get some time I would like to rebuild it because I really love the sound of the old singles, especially Gary Simkin's with that wonderful megaphone sound."

AIRCOOLED AT WILLOWBANK

from Mike Gosbell

Not much to report about air-cooled cars at the first Historic meeting on this new Queensland circuit, as apart from my Cooper Mk4 JAP 1100 the only runner was Alan Morton (Alba 650).

Alan had carby problems all weekend but managed to run. I had finally sorted out the Cooper's clutch problem and had a good run Friday and Saturday, getting third in the first scratch race and second in one of the handicaps. I enjoyed the circuit, which has plenty of room if you come off the black stuff. But it's a big engine circuit, with two long straights and some fast corners.

A MYSTERY CAR

Alan Harper in Sydney is restoring a very early and very interesting 500, built for Bill Pask in the 1940s by Melbourne speedway specialist Eddie Thomas. Alan needs to know more about the car's mechanical details, and its racing history. He has provided the following notes, and some 1940s photographs which have miraculously survived.

Construction of the car seems to follow speedway practice of the period, not surprising, given the builder. It has a sturdy welded steel tube chassis, transverse leaf springing front and rear and power from a five-stud JAP engine driving through as BSA M20 gearbox and clutch.

There are some nice touches, such as the aluminium castings for the hubs and rear brake/final drive housing. The wheels and front brakes are I believe from Fiat, possibly Topolino, and the steering is MG. The pedals are arranged speedway style with the throttle in the centre, and there is a hand-operated cable brake on the rear in addition to the hydraulic system.

Despite the speedway features it was definitely built as a road circuit and hill-climb car. The body panels are mostly gone, but enough bits of aluminium remain to get an idea of what should be there. The nose - if one was fitted - is a mystery.

The wear, or lack thereof, on most parts indicates the car has covered more distance on a trailer than on a track. In the late 1960s the JAP engine was replaced by a Vincent twin, but the car never raced in this form. I bought the car with an assort-

ment of JAP parts which could in no way be built into an engine, so I am on the lookout for a five-stud JAP to install when the car is a bit closer to completion.

Currently the car is a bare bones chassis undergoing a very slow restoration, mostly by my father-in-law working one day a week, as I have a very young child and spare time is limited and has to be split between family, motorcycles and car.

If you can help in any way with the history of this car, or with finding Bill Pask, please contact me through Loose Fillings.

NEW ZEALAND NOTES

from Max Fisher

With regret I advise the death of Syd Jensen, "The King of Levin," who was probably New Zealand's best 500 driver. Like many others, Syd started in motor sport on motorcycles and was a member of the official NZ team to the Isle of Man, where he was one of the few people to put a Triumph GP500 into a placing the 1949 Senior TT.

He then moved to 500cc cars, first a JBS then a string of Coopers culminating in a Mk 10 Norton which he ran at every opportunity, including the full 210 miles of the NZGP where he twice gained minor placings. At Levin he was almost unbeatable.

He moved on to a single-cam 1500 F2

Cooper Climax, with mediocre success. In 1958 he returned to England where he bought a new twin-cam 1500 Cooper-Climax, winning an F2 race at Crystal Palace and breaking the lap record at Brands Hatch. Back in NZ he was runner-up in the 1959 NZ Gold Star series, which he won in 1960 with an enlarged engine.

New Zealand had its share of odd or unusual 500cc air-cooled cars. Apart from specials, which were numerous, two factory-built cars stand out.

Long-chassis Arnott, originally the Ivor Bueb car and one of only two long-chassis cars. Imported in 1954 by Mike Artus of Tauranga, it was not used much in its early days and was very delapidated when bought by Ken Smith. Ken Moore, who now lives in Surfers Paradise, bought the car and restored it to better-than-new condition using a four-stud 500cc JAP and an upright Norton gearbox. Kevin raced the car extensively in club racing until he had a massive engine blow-up at Pukekohe when a rod let go at full bore on the back straight. The car was sold to Bob Williams, who has raced it ever since. It is affectionately known as "Biscuit"



Below: Jack Zeidler at his brother's workshop in Stanmore, NSW with Matt Segafredo's car.

Mike Erskine's personal Erskine Staride, imported in 1953 by speedway rider Geoff Marden. It was sold to Bruce Woods, who ran it extensively. This car was unusual in having two bodies, a standard open-wheel type and a fully-enclosed shell used by Mike Erskine for international speed records. Both bodies were used in NZ. The car was ultimately bought by a Mr Carpenter of Wellington, who proceeded to fit two twin-cylinder Matchless engines driving a common shaft which a) took power to the clutch and gearbox, and b) drove a massive supercharger.

In this form the car ran in private testing at Pongatai Airport and was prepared for a race at Levin, to be driven by Graham Robson, but while being warmed up one of the crankshafts broke. It was then fitted with one engine only and again entered for Levin, still supercharged. It survived practice but caught fire in the race. It was sold to Colin Wittrick, who broke it up and used some of the front end components to produce a sports car. The remainder was dumped.

KERRY'S KWIZ - SOME REPLIES

Who rebodied the Saywell Mk4 Cooper JAP? (from Tony Caldersmith, South Turramurra, NSW).

This Cooper had its bodywork reworked at least three times that I know of. The first

