

GOOD VIBRATIONS

Loose Fillings continues to find new readers and new stories. Again, thank you to those readers who have kindly donated a book of stamps.

And thank you to the many people who have sent stories and photographs which are still unpublished: you have not been forgotten.

COMING EVENTS

WE have been invited back to the next Classic Bike meeting at Eastern Creek, for Sunday August 20. There is the possibility we will get a few brisk laps - a mobile display, the bike blokes call it - during the day. More info from Gary Simkin.

It has been suggested we should make a special effort to run at the November "historic" meeting at Rob Roy, a very appropriate venue for our sort of car. While this will be a CAMS-permit event, the organisers do not insist on Historic log-books and only a Level 2 CAMS licence is required because this is a one-at-a-time event.

The actual date is still to be finalised, but will be either the last Sunday in November, or Melbourne Cup Tuesday.

BITS AND PIECES

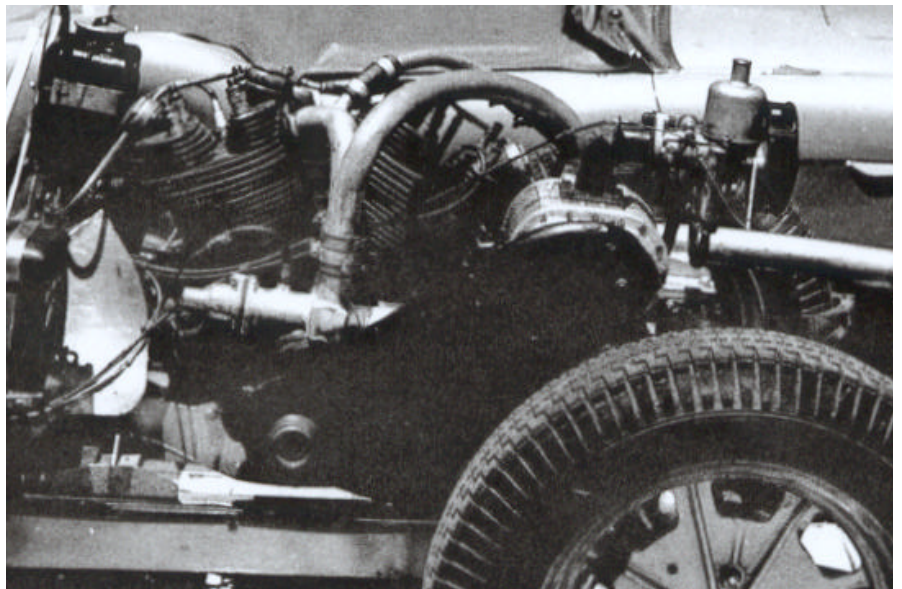
☛ Kevin Willis has some pin-sharp photographs (right) of Lex Davison's Mk IV Cooper Vincent (previously the John Snow/Misha Ravidell car, and now being restored by Gary Simkin) taken while waiting to cross the circuit and get into the pits for its one appearance at Mt Druitt, late in 1954. This was its first race appearance after being converted by Phil Irving to 1100-plus cc supercharged. It had endless engine troubles during the day.

Kevin's photos show a strange vertical tube on the opposite side to the float bowl on the SU carburettor, which Gary believes would almost certainly be an anti-surge "swirl pot" as described by Irving himself in "Tuning for Speed."

☛ Chris Tracey in Canberra is getting the BB Ariel ready to run again. This neat little device first appeared at Silverdale in March 1962, driven by its constructor Brian Schureck, who eventually had it in the low 40s at Silverdale, and also ran it at other NSW hillclimbs.

It had a nice spacey frame, and used a Red Hunter single, a pair of Fiat 500 front ends (well, more-or-less) with Fiat front wheels and 14-inch BMC rears, and a Lynx nose. In the late '70s Graeme Snape made

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his Historic debut with it, later owners included John Merrick, Shane Bowden and Ewen Lippman, and John McCarthy gave it one of its many rebuilds. A few familiar names in that lot; and Brian Schureck himself, now in his late 70s, is still very much on the ball and living in Camden.

☛ John Holmes in Toowoomba sent Loose Fillings a photograph of the late Vince Carsburg in his Velocette-engined special at Toowoomba's Echo Valley hillclimb in 1966. On seeing this photograph, Ross

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ANOTHER PIONEER 500

Australian motorsport history doesn't come any better than the following story and photographs from Bob Joass

THE white car in these photos is a little concoction I built in 1947/48 when aged 16 and a keen reader of all things motoring, mainly at the public library because I couldn't afford to buy books on the weekly \$5 wage of an apprentice telephone technician. I didn't own a car, didn't have a licence and in fact at that time had never driven, because my family had never owned a car either.

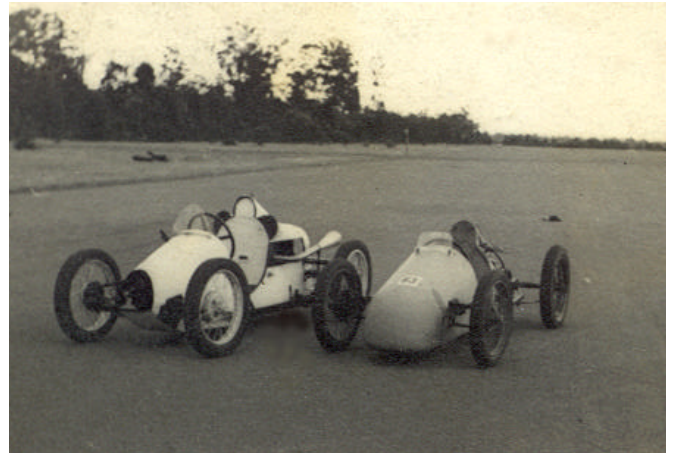
My car was optimistically named the Joass 500 (the name Jolus came later) and it was, in all honesty, a lost cause and would never have been competitive. But you've got to make some mistakes in order to find out a better way to do things, and this car sure had some mistakes.

It used a 1928 Singer 9 chassis, suitably cut, 1930 Austin 7 front axle, wheels and transverse spring, and 1924 Oakland epicyclic steering box which connected to the Austin steering by an east-west link. This gave me my first lessons in bump-steer, through the combined effects of a transverse drag link and a front axle which was located sideways by a pair of spring-shackles.

Front brakes were cable, connected to a hand lever, and rears were hydraulic from the Singer. I never expected to go very quickly so brakes - as per the original UK charter for the 500 class - were "optional". As it turned out, the brakes weren't used very much except during the flat tows between home (Leichhardt) and Pitt Town airstrip on the only two occasions it ran.

Behind the seat (ex WW2 bucket) was the nacelle-mounted gravity fuel tank which supplied a 1928 Model 18 Norton engine, which chain drove a three-speed gate-change BSA gear-box (all I could afford, those positive stop things cost \$25 in those days), then on to the final drive and out to the wheels via Austin 7 cardan-type (sliding block) universal joints.

The independently suspended Austin 7 rear wheels were carried on fabricated uprights (made from offcuts of the Singer



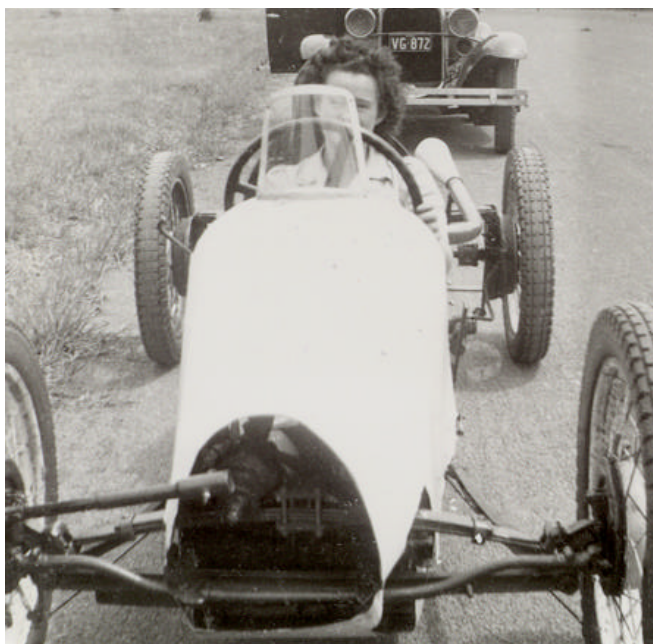
Above: the Joass 500 beside Ron Tauranac's first Ralt at Pitt Town airstrip in late 1947 or early 1948.



chassis - recycling at work in 1948!) which were suspended on parallel transverse semi-elliptic springs. I do not remember what sort of car they came off, but I do remember my major selection criterion was that the centre-bolt hole had to be in the centre, otherwise I would have offset suspension.

Where the car is now I have no idea - hopefully, it's buried and only the photos remain. I swapped it for a 1923 Buick tourer from Charlie Parker of Parker's Auto Exchange in St Peters. The Buick had been used as an advertising gimmick parked outside the car-yard, and was painted in diagonal red, white and blue stripes with subtle messages like "Don't laugh lady, your daughter may be inside," and so on.

Mother was horrified, but the Buick helped develop my social skills, and about 18 months later I started on car No 2, about which - if anyone is interested - I can write more later.



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Stewart in Melbourne confirmed Carsberg's car was Ross' early-'60s Olev 250/350/500. John Holmes has since found a few fragments of the car; pics and specifications in the next Loose Fillings.

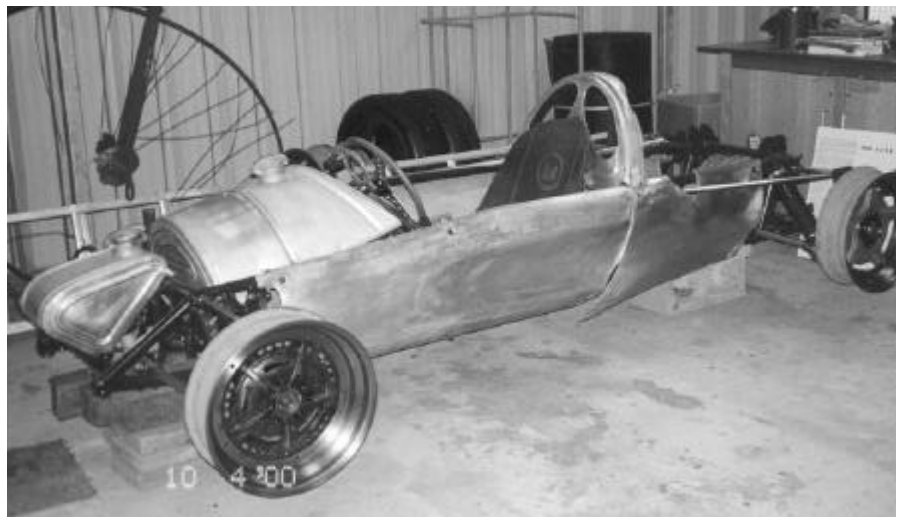
• Gary Simkin has good things to say about two Amal specialists. One is Allan Graham at Carburettor Resleeving Service (046 327 202), at Douglas Park on Sydney's western fringe. Apart from repair work on all Amal types, he also carries some spares.

The other is Chris Williams at Autocycle Engineering, Netherton, Dudley DY2 0QA, fax 01384 240401, telephone 01384 253030 who can supply new slides, needles, needle jets, main jets and so on. Terry Wright adds that Chris has the rights from Amal and the stock is so good you can just order from an old Amal parts list.

• David Lawry in Adelaide sends photos (right) of his progress with restoration of the ex-Marston 1961 Lynx-Vincent, which has survived remarkably intact. This will be a spectacular car when it is completed.

• Motor cycle and motor sport historian Rob Saward found two photos of Frank Sinclair taking delivery of the ex-Davison Mk V Cooper Irving, at Hume Weir some time in the late 1950s. The car looks very different to its Davison form, (below) with a lowered, lengthened nose and a high tail panel which was only possible because the supercharger was no longer fitted. Some details of the trailer seemed familiar - the Cooper Irving was using the same trailer shown in the Mt Druitt photos of the Mk IV Cooper Vincent.

Below: The ex Davison Mk V - and trailer - as collected by Alex Corner from Frank Sinclair (far right) at Hume Weir in 1966.



Above: David Lawry's Lynx Vincent under restoration in Adelaide.



NEXT ISSUE

THE next issue (probably on September) will feature some great New Zealand material we have been sitting on for a while, plus a list of Tasmanian air-cooleds, and also a kontinuation of Kerry's Kwiz.

MYSTERY PICS

TOP photo in last issue's Mystery Pics was Max Mouzon's first 500, the RM Special, which ran on Victorian country circuits and at various hillclimbs in the late '50s and early '60s before being written off after a crash at Winton. Here it has its original MSS Velocette engine, but it later ran a Manx Norton and finally a Vincent Comet. Its live rear axle was originally used in the Jack Godbehear JGS 500 (more above).

The second mystery photo remains a

mystery, at least as far as the car is concerned. The two occupants are Terry Wright's daughters, and he reports visiting its owner, a Mike Evans he thinks, (now believed to be in Queensland), when he was working in Singapore in 1975.

THE LOG

WITH this issue we introduce *The Log*, intended to provide a record (an honour roll if you like) of air-cooled ownership's highest achievement - actual public operation of the vehicle.

Getting the thing to run in the workshop is fine, but firing it up in public is the real challenge. The gadget is only required to publicly go "bang" once; anything more has always been a bonus. The list since the last Loose Fillings is :

- March 26: Cameron MacMillan, Sidney Vincent - HSRCA races, Wakefield Park
- April 16: Fred Greneklee, Cooper JAP - Mallala historics
- May 7: David Catt, Robertson Indian - VSCCA hillclimb, Katoomba
- May 10: Terry Wright, Walton JAP and Alan Morton, Alba - Wakefield Park G.E.A.R. day

The above information has been gathered through the Loose Fillings grapevine, may not be exhaustive, and does not include Winton Historics at end May. All future contributions will be enthusiastically received: seeking mention in *The Log* is not boasting, it's celebrating.

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