

## BITS AND PIECES

☛ It is good to report that Max Fisher in Auckland, Maurie Pearson in Sydney and David Lawry in Adelaide are all on the mend after recent illness.

☛ Paul Samuels ran at the August GEAR meeting with a 700cc Royal Enfield-engined B105 Berkeley, said to be the actual car he used to race in the late '50s and early '60s. Berkeley front-drive sports cars were fibreglass monocoques which used a variety of air-cooled engines and were designed by Laurie Bond, who built fascinating front-drive single-seat 500s in England in the early years of the 500 cc movement (see Goodwood p4).

☛ The last issue was incorrect in saying Motor Books' presentation of Garry Simkin's blue Mk 4 Cooper Vincent was the first Cooper to appear in a Sydney display window since John Crouch Motors displayed a Mk 8 JAP in 1955. Tony Caldersmith reminded *Loose Fillings* that his then freshly restored Mk 4 JAP, now owned by Matt Segafredo, was displayed in Brian Caldersmith's Wheels bookshop in Parramatta in the early 1990s.

☛ Can anyone describe the Melbourne shop where Cooper importer Keith Martin displayed Coopers in the early 1950s?

☛ Mike Bendeich had "a terrific time" with his green JMW at the Vintage Club's non-CAMS Bol d'Or meeting on October 20. This one-day, one-venue event offered runners both a long regularity and a regularity hillclimb, the idea being to allow low-key enjoyment for a wide range of cars and drivers. After an electrical problem in practice the JMW performed particularly well.

☛ Conversion of Cameron MacMillan's Sidney Vincent back to Rudge power and Norton gearbox was made by Robert Rowe, who described the car as "a lightly-built Australian Special, similar to Kylie Minogue, having performed well in many hands including three relationships with Bob Minogue. Does amazing tricks on alcohol."

☛ Thanks to those who have recently sent books of stamps to assist with mailing, in particular that discerning reader who described *Loose Fillings* as "the best magazine."

☛ We are also glad to see copies of the Cooper Car Club's newsletter, and the Formula Junior Historic Racing Association newsletter. These UK publications contain a lot of references to air-cooled cars and spare parts, the For Sales in the FJHRA newsletter being pretty amazing. More info on the Cooper club from Richard Neale at woody@cooper-cars.org, and FJHRA from Duncan Rabagliati at rabagliati@blueyonder.co.uk

☛ Mystery photograph in the last issue

# LOOSE ..... FILLINGS

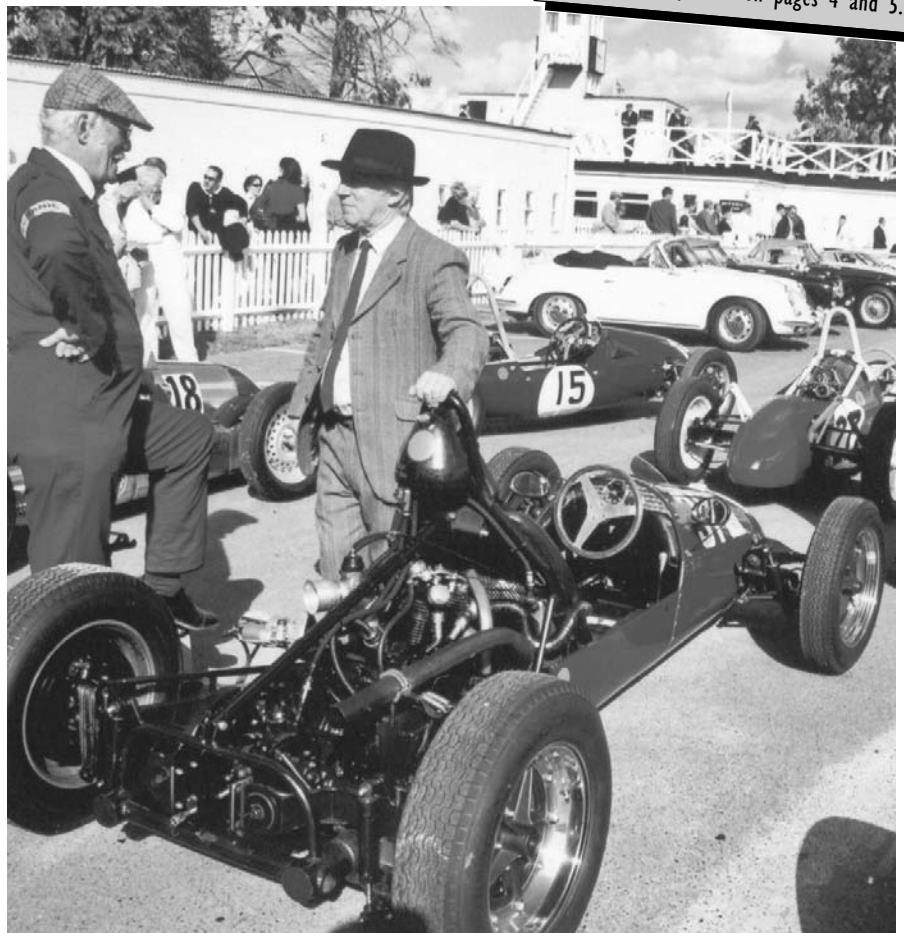
## GOOD VIBRATIONS

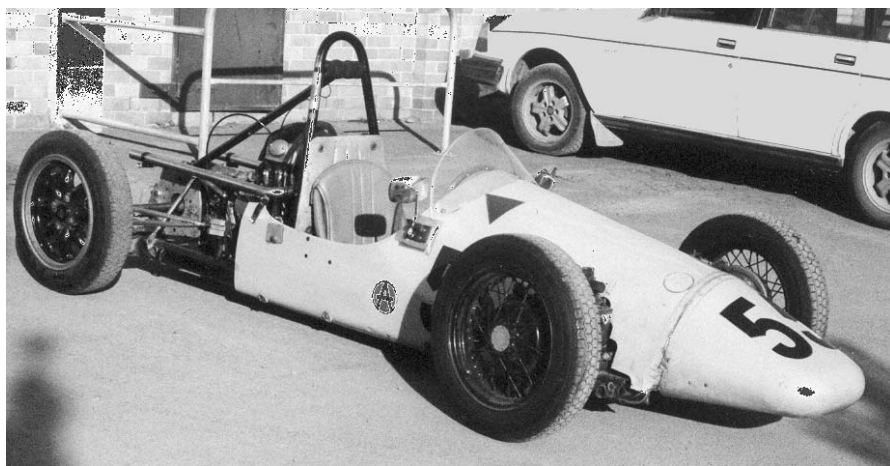
Hillclimbing, one of the traditional strengths of our sort of cars, is being given a particular boost by Victorian Historic Racing Register, which has invited many past hillclimb champions to attend its Bruce Walton reunion in Melbourne on November 22, two days before Historic Rob Roy. Anything that's good for historic hillclimbing should be good for our cars.

Likewise, it is good to report Golden Era Auto Racing club (GEAR) will include events just for air-cooled racing cars next year, at its May 14, 2003 meeting at Wakefield Park. This could be a great opportunity to put together our long-promised field of air-cooleds in a non-race environment, and without the need for CAMS paperwork for car or driver. Plan now — more details below in Coming Events.

### SPECIAL ISSUE GOODWOOD REVIVAL 500s REPORT

Expat Kerrie Horan finished seventh out of a full field of 31 cars at the September Goodwood meeting in the Adelaide built Trenberth-Vincent (below). Car profile is on page 3. Race report is on pages 4 and 5.





Top: Len Sidney's Melbourne-built special, once again Rudge powered. Below: Bill MacQuade (left) with Bruce Walton's six-times Australian hillclimb championship winning Cooper which he owned from 1977 until Terry Wright bought it recently. That's Gary Simkin in the HSRCA jumper.

was supplied by Toowoomba historian John Holmes. It showed the pioneering Chatterton/Warburton 500, a Queensland-built car which first appeared in 1947. It used a dirt-track Douglas flat twin and Norton gearbox in a slightly lengthened Austin 7 chassis with beam axles at both ends. The photo was taken at Lowood in 1950, where it was to be shared by Bill Pitt and Charles Swinburne, but it broke a chain in less than a lap.

☛ "With something like 40 genuine horsepower a car of this weight will have plenty of speed, and the problem will largely be to make it really stable." UK weekly *The Autocar*, describing the pioneering Strang 500 in May, 1946

## REPLACEMENT FORD 10 STUB AXLES

REPLACEMENT stub axles for cars which use Ford 10 stubs (a list which would include all production air-cooled Coopers, Cooper Bristols and early Cooper Climaxes, plus all swing-axle Lotuses) are being manufactured from EN24 billets in the UK. Price is £337.50 per pair, shipping extra. See [www.small-fordspares.co.uk](http://www.small-fordspares.co.uk).

An alternative solution, used by Paul Armstrong on his Climax-engined Mk V Cooper, and described by him as follows, is to machine off the original Ford spindle and dust-excluder boss, leaving just the backplate mounting flange and the top and bottom kingpin eyes. A hole is bored into the centre of the component to accept the inner end of a new spindle made from EN36A, with a more generous radius at the inner bearing face.

This radius is incorporated in a large flange which uses the space formerly occupied by the tin dust excluder. The flange can then be welded around its periphery to the main component.

In the same operation, the spigot at the inner end of the new spindle, which should be a press fit into the previously bored hole at 200 degrees C, may be plug welded around from the inner (king-pin eye) side. Welding is eutectic. After welding, the assembly is given a 12-hour heat soak.

☛ For sale: **Cooper Mk V Norton**, ex Bob Gerard (UK). Immaculate. Don Hall, 08 9386 2346

☛ For sale: **Cooper Mk V JAP 500**, history in UK and Australia with Tom Hawkes and Bill Patterson with 500 and 997 JAPs. Brian Reed, 20 Carnoustie Ave, Jan Juc 3228.

☛ For sale: **1961 Lynx Vincent**, ex John Marston, oldest surviving Lynx. Very original, partially restored (see Loose Fillings # 4) includes new Terry Price Vincent crankcases, other Vincent parts. Approval in principle with blown 1200.

## CLASSIFIEDS

David Lawry, 08 8373 1633, [jlawry@pic-knowl.com.au](mailto:jlawry@pic-knowl.com.au)

☛ For sale: **Scarab Triumph**, NSW race history from at least early 1960s. Rebuilt Bonneville engine, new 4-speed box, single Amal. Graeme Worsley, 02 6362 8734

☛ For sale: **Cooper Mk 8 Norton**, bought new by Dick Campbell, held 350 and 500 NZ speed records. More details from Ian Garney (see New Zealand Notes).

☛ For sale: **Sidney Rudge**, the former Sidney Vincent recently refitted with fully rebuilt 4-valve iron-head Rudge 500, in which form it began its long Australian history in the 1950s. A clever and well made car. Cameron MacMillan, 0408 676 527.

☛ For sale: **Cooper Mk 4 JAP 500**, superbly presented, not run since total rebuild. Ex-Saywell 8/80 car, first Cooper to race at Bathurst, Matt Segafredo, 0418 280 000

☛ For sale: **Cooper Mk 9 Triumph**, more details from Ian Garney.

## NEW ZEALAND NEWS

THE only activity in the New Zealand 500 world, regrettably, is reports of cars leaving our shores, hopefully for a more active life overseas. Three Coopers are known to have moved in the past few months - Mk7/11/53 JAP to the UK; Mk8/3/54 Norton to an unknown buyer; Mk9/24/55 Vincent to Canada.

☛ There are still 20 genuine aircooled cars in New Zealand but they are rarely seen, primarily because historic events are held on tracks that do not suit this kind of car. Most owners of historic cars drive water-cooled multi-cylinder cars that do not have to be push started, and (dare we admit it) most of the owners of aircooled cars are now ageing.

☛ The NAT, built in Christchurch in 1957 as a JAP special and lately seen with a Triumph, has been beautifully restored by Chris Wright in Auckland and is now for sale at a very reasonable NZD5000.

☛ Ian McCully, owner of the JAP-powered New Zealand Lightweight Special is said to be returning to New Zealand after many years living in England.

☛ Max Fisher, our 'Father 500', is recovering in Auckland Hospital following the removal of a cerebral tumour. Coincidentally Bob Wigg is in the next ward to Max after abdominal surgery. Bob was a speedway rider on the British tracks of the 1950s and is probably the best JAP fixer in New Zealand. Those two together will keep hospital staff on their toes!

☛ A phone call from Suzy Frost, widow of 500 legend Ron Frost, requesting help in disposing of a Cooper 500 was a surprise - all of Ron's cars are well documented and accounted for. Slight difference: this car belongs to Suzy's late father and is in South Bend, Indiana where it has been in storage for 20 years. Mk9/22/55 is in polished aluminum, runs a Triumph engine and comes with two spare Triumph engines, one on gasoline the other on methanol. The car has a log book. Apparently there are many spare parts for car and engines included in the asking price of USD16,000. Inquiries to Ian Garmey on 64 9 294-9310 (brookwood@asiaonline.co.nz) will be forwarded to Mrs Frost.

*Ian Garmey*

## THE LOG & COMING EVENTS

GETTING an air-cooled car to run in public deserves to be recorded. Since the last issue's Log, we know of the following:

☛ August 14: GEAR meeting, Wakefield Park - Garry Simkin (Cooper Mk 4 Vincent).

☛ October 7-8: HSRCA meeting, Mike Bendeich, JMW CZ150.

☛ October 16: GEAR meeting, Wakefield Park - Cameron MacMillan, Sidney Rudge

☛ October 20: Bol d'Or, VSCC, Wakefield Park - Mike Bendeich, JMW CZ150.

The following events may be of interest. More 2003 dates will be added as they become available.

☛ November 22: Bruce Walton reunion, VHRR clubrooms, 30-32 Lexton Rd, Box Hill - contact Sandra Caffin, 03 9744 1807

☛ November 24: Historic Rob Roy - contact David White, 03 9850 4795.

☛ Nov 30-Dec 1: Historic races, HSRCA, Wakefield Park.

☛ Jan 25-26: HSRCA, Oran Park.

☛ Feb 15: Oran Park 40th anniversary.

☛ May 14: GEAR - special events for air-cooled racing cars - contact Terry Harris, 02 4358 8205.

THE car was designed and constructed in 1951 in South Australia by Murray Trenberth, using a Vincent Black Lightning V-twin engine specifically imported from the Vincent factory for the car. It had considerable success from its first outing in January 1952 where it took fastest time of the day at Collingrove Hillclimb in South Australia.

Period successes included:

☛ 1st South Australian Hillclimb Championship;

☛ 2nd Australian Hillclimb Championship;

☛ Outright Lap record holder, Port Wakefield circuit in South Australia;

☛ 5th Australian Grand Prix in 1955;

☛ 1st Reno Trophy Altona Circuit, Victoria 1956;

The car is featured in a number of books including Phil Irving's biography (designer of the Vincent engine), Paul Wilkins' The Vincent-HRD Story in South Australia and Chevron's Official Race History of the Australian Grand Prix. It has also been the subject of a number of feature magazine articles in Australia such as the Motor Trade Journal - March, 1956.

The car was owned and raced by Murray Trenberth until it was purchased by the late Don Willison (a well-known Speedway Sidecar champion) in 1960 and raced by him until his death in a road accident in 1973. The car then had three other owners before being acquired by Kerry

# TRENBERTH VINCENT

by Kerry Horan

Horan in 1990. It has been fully restored to its original condition and has since been used in Historic racing in both V-twin and single form in Australia and the United Kingdom.

The car's specifications were quite advanced for its day. It has a tubular ladder chassis with 3" diameter tubes weighing 35 lbs bare with a wheelbase of 86", front track of 50" and a rear track of 49". Only front bodywork was used, built in alloy and no rear bodywork was ever fitted. The original paint, according to Murray Trenberth, was household Spartan full gloss enamel, bought from the local hardware store. The car still retains its original burgundy body colour with all other components being finished in black.

Murray fabricated the front independent suspension with unequal length wishbones, the lower ones being constructed of square tubing and the upper ones fabricated from sheet metal. The tiny rack and pinion steering was also hand-made. Coil

springs and fabricated uprights are used and the stub axles are connected to the wishbones by ball-joints.

The independent rear suspension is by swing axles, chain drive (no differential) and tubular radius rods and is suspended on rubber bands. The rubber bands were originally cut from 6.00" x 16" inner tubes; today bands from truck tarpaulin fasteners are used. All of the rear suspension and drive components were specially fabricated including tubular swinging axles and the rear hubs which use large diameter roller bearings. Tubular shock absorbers are fitted all round.

There are twin leading shoe brakes with 10" x 1 1/2" alloy drums on all four corners giving a relatively large brake lining area. All the brake components were specially made, including cast alloy brake shoes, dural wheel cylinders and stainless steel pistons. The brake design, according to Murray, was based on photographs of the brakes of pre-war Mercedes GP cars.

Nickel-chrome brake drums were cast integral with specially designed alloy wheel centres. The chromed steel wheel rims are copies of early 1950s Renault, and bolt to the wheel centres. Tyre sizes are front 5.00" x 15", rear 5.50" x 15".

A new factory racing Vincent Black Lightning V-twin (998cc) engine and gearbox was ordered from the Vincent factory through the Adelaide Vincent

Continued on page 5



# NICE RACE MEETING AT GOODWOOD...

I was quite prepared not to like the Goodwood Revival Race Meeting all that much. Dressing up in 'fifties gear and acting the "toff" just didn't feel like my style. But on the other hand I was spending the summer just three miles away, my friend David Stephenson needed a mechanic for the Formula Junior race and there was a ripper "500" entry.

Goodwood circuit, the former RAF airfield of Westhampnet outside Chichester in West Sussex, a satellite of the once more famous Tangmere, was and still is a grass airstrip. A perimeter road was built in WW2 and long before the war was over Tony Gaze is reported to have told the then Duke, grandfather of the current Earl, that it would make a marvellous motor racing circuit.

This it became in 1948 just as 500 cc racing was starting to get serious. Goodwood didn't outlive the 500s all that long, closing as a circuit, but not as an airfield, in 1966. But with the circuit facilities now restored and spotless every year several hundred cars from 1948 – 1966 race in a wonderful recreation of a golden era of motorsport.

The meeting is enormous. There were over 10,000 there for Friday practice (£20 to get in), over 20,000 for Saturday (practice and three races were £30) and 36,000 for Sunday's races (£40).

This was the first big motor sport event I have been to in recent years where the drivers and cars or bikes outshone the organisers and the sponsors.

You see, you don't enter Goodwood. Lord March, advised by people like Doug Nye and Duncan Rabagliati invites you. That being so you are then treated as honoured guests and there is no such thing as an entry fee. A canteen in WW2 style serves you and your team free breakfast, lunch and afternoon tea over three days.

On the Friday night there is a champagne reception in and around the ballroom of the house, which is lined to its high ceiling with Van Dyke and other portraits of the Dukes of Richmond and Gordon (the first was an illegitimate son of Charles 1). On Saturday night there is a lavish themed ball at the circuit.

Jackets and ties or white overalls for drivers and crew are mandatory. So off to Chichester's many charity shops had gone my wife Ray and I, each to pick up a suitable jacket for a fiver or so along with various accessories. The white overalls needed for my mechanic role came from the decorators' suppliers where they had piles of them in all shapes and sizes.

This year there was a total of nine races (one of 1 hour duration). Unfortunately David backed his Lotus 22 into a tyre wall in a wet practice, his first dnf in five years and that was the end of competition as far as we were directly concerned.

The main interest anyway for me was in the 500s, "of a type that raced between 1948 and 1959". They got eight laps for the Earl of March Trophy and the programme listed 31 cars ranging from the Bond-Triumph of 1948, through a multitude of Mk8, 9 and 10 Coopers to a batch of Scandinavian cars and last but not least at number 31, the Adelaide built Trenberth-Vincent owned by expat Kerry Horan who now lives in California but keeps several cars in the UK.

The star of previous years has been Julian Mazjub (Cooper-Norton Mk8) but the prettiest, neatest and fastest (as he had been a few weeks earlier at VSCC Mallory) in practice was Reg Hargreave's

Right: The 1948 Bond-Triumph of James Conyer. Below: One of the Swedish Effyh-SRMs, this one entered by Ulf Peterson (on right in hat with cane).

Far right: This pretty Emeryson always seemed to have a nice girl attached to it although not always the same one.

Centre right: Reg Hargreaves receives the winner's garland from the Countess of March.

Far Right: a pensive Kerry Horan in the paddock, coincidentally holding a copy of Loose Fillings.

Photos Terry Wright.

late model Keift-Norton which Don Parker had made famous. With lightweight Reynolds tubing chassis and a recent Summerfield-built short stroke (86 x 86) Manx engine, this car was over a second quicker in practice than Mazjub with John Turner's Mark 9 Cooper-JAP holding third place on the front row. Kerry Horan in the Trenberth-Vincent had qualified in a creditable 9th place.

For the races they do it like this at Goodwood. Everyone collects in the Assembly Area (dummy grid to you) at least half-an-hour before the race time and drivers are briefed while the mechanics polish and heaps of people take photographs. There is then the full palaver of horns and 'minutes to go' boards, and, heralded by a fanfare from the top of the pits by four trumpeters, the cars take to the track for a warm-up and sighting lap.

From pole Hargreaves was well away first and came round for the first time with



# ... RIPPER OLD STYLE 500 EVENT

what turned into a steadily increasing lead from James Culver (Cooper-Vincent Mk8) and Mazjub. They were to fight a race long scrap that finally went in Mazjub's favour by a mere .001 second but with them both all of 13 seconds behind Hargreaves. Hargreaves race speed was 80.90 m.p.h. with a best lap of 1.44.298.

There was then quite a gap to the next batch comprising Turner, Rodney Delves (Kieft-Norton CK52), and Peter Wright (Cooper-Norton Mk8). Next was Kerry Horan in the Tenberth Vincent followed by David Woodhouse (Cooper-Norton Mk9),

Brian Joliffe (Cooper-JAP Mk8) and the leading Scandinavian entrant, Peter Kumlin in the Effyn-JAP.

On the finish line was the Countess of March to present laurel wreaths. There were interviews for tv and the course commentary. They even had Raymond Baxter there.

Far from not liking it I loved it. It was a masterpiece of event management of which there is nothing comparable I know. Probably only the British could pull such a stunt.

*Terry Wright*

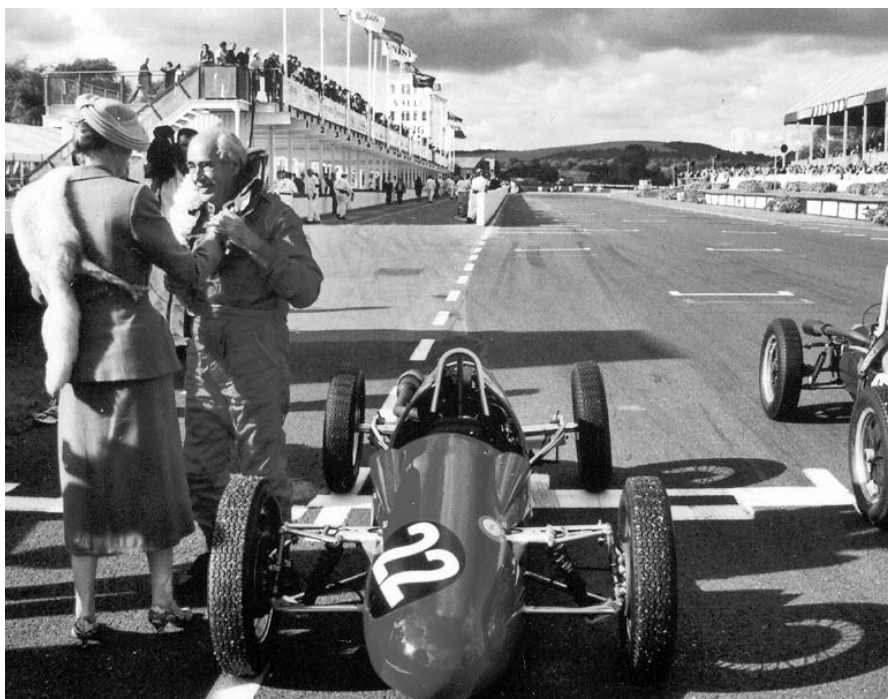
## Trenberth Vincent continued

agent Sven Kallin and fitted to the car from new. A modified clutch was used after the original Vincent clutch exploded. The motor was modified very early on to overcome the problems encountered with crowded rollers identified by the speedway Vincent sidecars. Local Adelaide replacements of the crankpins, bearings and mainshaft proved successful for long running reliability. The engine, running on methanol and 12:1 compression, developed 80 bhp. In a car weighing only 500 lbs this gave 320 bhp per ton and excellent performance.

A Vincent Comet single (498cc) modified to Grey Flash specifications with a Norton gearbox was also used for some events.

The car has been fully restored and retains its original chassis and all its original suspension, steering, brakes, wheels, etc. The original Black Lightning engine was sold in the 1970s but still exists. A Black Shadow twin, modified to Lightning specifications and running on methanol, is currently used. The Comet engine uses a similar tuned configuration.

The car continues to be successful in Historic events today with numerous class wins, and has been invited to run at all the Goodwood Motor Circuit Revival Meetings.



# WALTON WORLD TOUR Pt 2

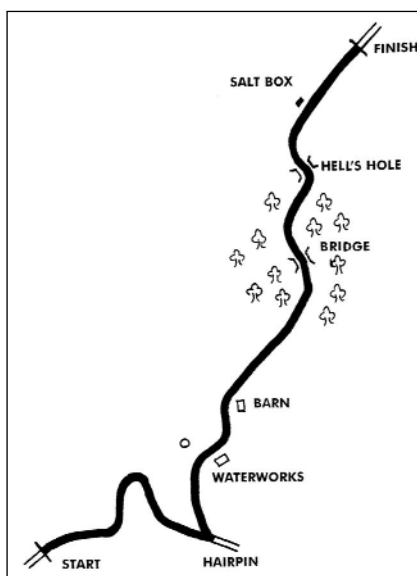
At the conclusion of Part 1 (*Loose Fillings #12*) you may remember that Ray, the Walton and I were having a break and then heading for Ireland. In fact I bought a set of Dunlop R5s and went back to Shelsley Walsh to try them out but this and a later trip to the Worcestershire hill will be covered in Part 3. Shelsley is so special it deserves a story all on its own!

We set off for Ireland through South Wales, via the Rhonda Valley and the Brecon Beacons on our way to Fishguard to catch the boat to Rosslare.

Then, after a night in Glendalough south of Dublin, we rolled straight up the middle of Ireland heading for Limavady and Coleraine on the very north coast where there was to be a Northern Ireland Championship meeting at Eagle's Rock.

Thanks to the encouragement of Michael Beattie, championship coordinator and this year's runner-up, we were heading for what was – apart from Shelsley – the high point of the World Tour. This is how Michael described Eagle's Rock in an early and tempting email:

*"It's 1.2 miles long and starts off in typical Ulster farm land, and twists its way to a sharp hairpin, when you then start the climb in earnest. You are then on the open mountain side and there is a demanding right onto a bit of a straight up to the forest. Into the black depths of the woods through a couple of curves over a small bridge and into the S bend known as Hell's Hole. It used to be totally dark, but the trees on the upper slope have been felled, so its a sharp left over a bridge and then a long climbing right on to a straight to the finish about 300 yds further on."*



I might add it climbs 800ft and the return road (with a view across Lough Foyle to Donegal) is almost a better drive than the climb. And I think there was another esse in there somewhere.

This was a public road, closed for the day and so everything - timing, communications, control - had to be set up and work 'out of the box'. So too did the Walton as this was extremely novel territory. There were a lot of corners and hardly any could be read clearly.

After a careful reconnaissance the night before I thought I had it worked out to a degree and the first time wasn't too bad. The second practice was a bit better but after that it just got worse. Times were 87.98, 86.10, 88.35, 86.25 and 88.70 so no way could it be said that Eagle's Rock was close to being mastered. FTD, by the way, was Robert Morgan's Pilbeam at 62.16 with Michael Beattie close behind in his much smaller Jedi at 62.84.

I thought it all just wonderful. The paddock was (mainly) the road. There was initially a soft sea mist and drizzle (which seemed to be there all the next week too) but then it cleared and the rest of the mountains appeared.

It was late starting (the timing cable wasn't long enough) but then it went like clockwork. Runs started at 11.00 and by 6.00 we had had five, yes five, runs. Everyone was delightful and the Coleraine club gave us a tankard for being the 'furthest travelled'. Is this the furthest an Australian racing car has ever been from home?

Next was Craigtanlet, one of the famous hills that goes back to the 1920s and one of the few that made up the first British Championship in 1947 when the other hills

were Shelsley, Bouley Bay (Jersey), Bo'ness and Prescott.

Sadly this great hill was something of an anti-climax. The organisation was under a form of probation championshipwise after serious problems last year. The hill has twice been shortened and an artificial chicane inserted where the old road, which is the course, crosses the new road up the middle (which forms the paddock).

Like Eagle's Rock it started damp but then got wet and eventually dried out briefly before the clouds descended and a halt had to be called after most of us had only done one timed run.

You could see how good it could be and the fast guys loved it because it was full road width and very quick. Starting where the old road and the new road part company, an initial tight right-hander and a short straight lead into a sweeping left then a sweeping right with high banks and hardly anything that could be used to identify an apex.

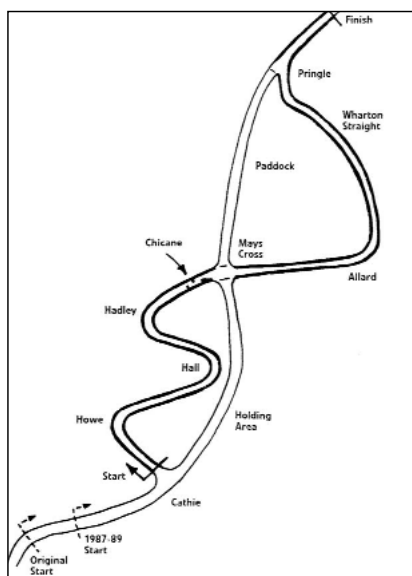
Then the witches' hats knocked off all your speed (and for me the spell was broken here) before the new road crossing, a medium straight, a medium left, a long fast curving 'straight' and a really fast double apex turn right to join the main road.

I could have got the hang of the place maybe, but time and the weather was against it. Walton times were: 71.87 (wet), 65.30 (drying) and 63.96 (dry) with Junior doing an FTD of 43.02.

The next morning we were on the boat from Belfast to Stranraer with the other British-based teams. We were all to be back at Shelsley a fortnight later and that's where we'll be for the next and final part of the 'Walton World Tour'.

*Terry Wright*

These are real hillclimbs! Far left is the 1.2 mile Eagle's Rock. Left is the 0.85 mile Craigtanlet showing the original start position and the newer road alignment which bisects the course on the old road.



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