

FASCINATING JAP DISCOVERY

A fascinating 1950s 500cc JAP powered special, which appears to have had only one outing in its life and is amazingly original, was sold at the recent Shannon's Grand Prix auction for \$6250 plus the auctioneer's fee of a further \$1000. Considering the car was not only a "special" but also completely unknown, and that at the very least it would need a comprehensive check-over before further use, the serious bidding is encouraging.

The history of the car is understood to be that it was built in 1956 by Tom Bowman, a farmer from Mathoura (between Deniliquin and Echuca), at a time when his property was flooded and he had no crop to care for. His sole run with the car is said to have been at a Deniliquin car club standing quarter, where the special beat the record held by the local Buick agent. Mr Bowman's next project was an aeroplane, which not only flew successfully but which led its constructor into a new career in air-freight. Meantime the 500 sat in a barn and was not sold until about 1990, after Tom Bowman died. Prior to the auction it has had only one other owner, who never used it and knew very little about it.

The photographs show it to be a well-made car. Front suspension includes a lot of Fiat 500, but seems to have rack and pinion steering. Rear suspension appears to be scratch-built with swing axles in the Kieft style and chain-operated coil springs in tension. Chassis is 1.5-inch round and 2-inch square tube, wheels appear to be 16-inch. Gearbox is said to be Triumph, and the engine number of the 500cc JAP indicates it could be 1938 manufacture. Bodywork is single-curvature in unpainted aluminium, apart from the shaped nose, and has been very neatly done.

Shannon's has been asked to tell the new owner about Loose Fillings.

BITS&PIECES

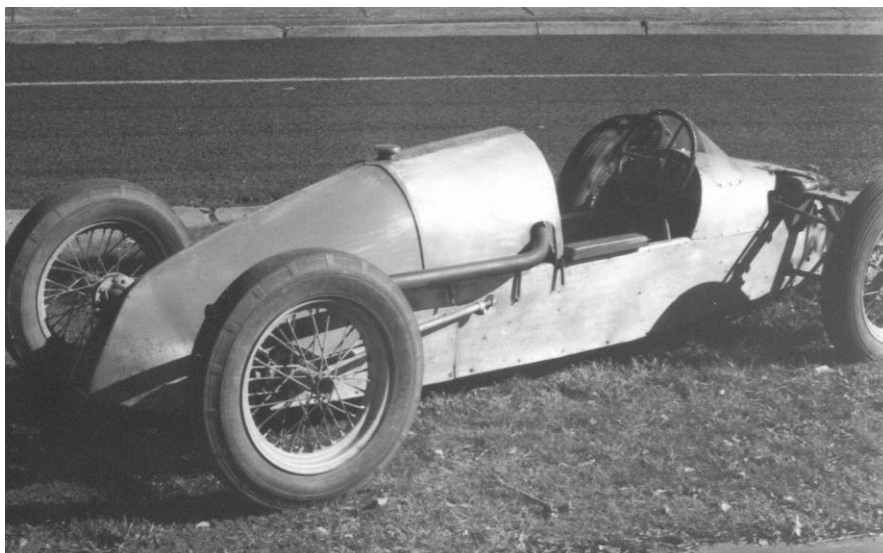
RECEIVED wisdom has always been that Lex Davison, in his supercharged Mk 4 Cooper Vincent, won the first race at the December 1956 opening meeting of the 3-mile Phillip Island circuit. Received wisdom turns out to be wrong. Joy Rainey recently pointed out that this honour belongs to her father Murray, driving his Mk 9 Cooper Norton.

The opening event at that meeting combined two races. One of them, over three laps, was just for 500s, which Murray won. Starting concurrently with that race there

Right: This JAP-powered 500 was sold at Shannons' post-AGP auction in March. Neat panelwork and good proportions are matched by the nice execution of chassis detail.

LOOSE FILLINGS

Recent months have seen some positive signs of interest in air-cooled cars of the '40s, '50s and '60s. In this issue, The Log records six different cars participating in nine Australian events since last October, and two further cars participating in New Zealand. As well, there seems to have been strong and realistic bidding for a previously unknown 500cc car at Shannon's post-AGP auction. On the other hand, in this issue we also have more air-cooled cars than ever before being offered for sale. It will be in everyone's interest – including owners of cars for sale – to run at the coming GEAR day at Wakefield Park, on May 14. A decent field of air-cooled cars at this mid-week meeting will work wonders for the credibility of an air-cooled revival.



was an eight-lap race for Under 1500 cars, which Davison won (narrowly, from Taddell's Porsche special), but clearly by then the three-lap 500cc race had already ended.

Murray's best Phillip Island lap with the car was eventually 2.28, and when converted to supercharged form its time dropped to 2.22. At that time the outright record, held jointly by Davison's 3-litre Ferrari and Tom Hawkes' ex-Brabham Repco Holden-powered Cooper Bristol, was 2.17, only five seconds faster. Or, as the rally people might express it, 1.6 seconds per mile

The Cooper, in its 1960s form as a supercharged 750 with wishbone front suspension, is now in England with Mark Palmer. Murray and Joy were re-united with the car at Shelsley Walsh during 2002.

* Mike Bendeich, as well as running his 150cc CZ-powered JMW at Geelong Sprints and Rob Roy in November last year, managed to bring home a lot of CZ spares from Bendigo Swap.

* The always-interesting newsletter of the UK Formula Junior Historic Racing Association mentioned in its March edition that as of this year 500s will have to miss alternate years of the Goodwood historic races, to allow more classes of Historic cars to participate. It will be interesting to see whether this has any effect on prices being paid for 500s overseas.

* FJHRA's newsletter also noted that Kerry Horan and the Trenberth Vincent had finished fourth in a 500cc race at Snetterton. Unlike the capacity 500cc field at Goodwood, this race had only ten starters.

* Book-dealer Eoin Young, writing in a recent issue of US historic-racing magazine Victory Lane, noted that the present-day Adelaide-based Formula 3 team Bronte Rundle Motorsport has the letters BRM painted on the noses of its Dallaras and has received a stiff solicitor's notice advising that Rubery Owen Holdings owns the name BRM. This has not deterred the Adelaide team.

Nor should it. Back in 1961, when Owen Racing Organisation ran a pair of 2½-litre four-cylinder BRMs at Ballarat (drivers Hill and Gurney), a third BRM was also competing. This was Alan Staton's supercharged 600cc Manx-powered car, named to acknowledge that it had been built at Ken Gayfer's modest Baker's Road Motors in Coburg. No-one from the Owen Organisation told Staton he was treading on hallowed ground. To be fair, neither did Staton point out to the Owen camp that his little car had by then won more races than theirs since its 1958 debut. * At the February Wigram historic meeting, Cooper Mk10 driver Craig Pidgeon

was awarded a special trophy, the James Clark memorial trophy, which remembers a New Zealand driver killed at Wigram in 1990. Last awarded in 1995, this trophy is given to the driver of an openwheel car for presentation, performance and the overall fostering of the historic spirit – in many people's view, the best trophy anyone can win at any Historic meeting.

Craig later ran into engine problems and discovered a burned piston. Visiting US driver Charles McCabe was going well at Wigram with his Cooper Mk13 until a missed gear-change damaged the lower bevel gears in his Norton motor.

* John Coffin, who worked down to 31.92 with the BSA-powered Robbins 500 at Historic Rob Roy in November, was later presented with MG Car Club's Tom Synott Encouragement Award for his performance.

* John Fish came down from his Murray River houseboat to attend Victorian Historic Racing Register's hillclimb evening on the eve of last November's Historic Rob Roy. One of the cars on display at VHRR's clubrooms was Terry Wright's Walton JAP, which John hillclimbed and raced in the late 1950s. He climbed aboard, and announced to onlookers that since the 1950s the car had somehow become shorter and narrower.

* Garth Rhodes attended VHRR's hillclimb evening, and brought with him a small black-and-yellow lapel badge – the badge of the Victorian 500cc Car Club, which was at the centre of air-cooled special-building in the '50s and '60s.

Garth built two 500s and sold them (one of them is the car now owned by Martin Utber) before he could afford to build one and keep it. To publicise the family business his third car was run as the Hireweld Special - which commentator and fellow 500cc competitor Ian Wells re-christened as the Wire-Held Special.

* Graeme Noonan had frustrating problems at Geelong Sprints in November, eventually traced to an electrical short to chassis which acted like a magneto kill-switch. He was also competing with his 650SS Norton, which took third in the Classic class with a best run of 14.89.

* Oran Park circuit staged a low-key 40th anniversary in February, during which Brian Lawler drove Garry Simkin's Mk4 Cooper Vincent for the first time since the early '60s, when Brian raced it in supercharged ex-Davison form. Garry then drove the Cooper at Albert Park, as part of the AGP Brabham commemorative parades. He only ran on the first day before a piston burned, due to fuel starvation caused by dissolving of the anti-corrosion lining inside the steel main fuel tank.

VHRR HILLCLIMB NIGHT

PAST greats of Australian hillclimbing were re-united in Melbourne on the Friday evening before last November's Historic Rob Roy, at a gathering organised by Victorian Racing Register. Six-times Australian champion Bruce Walton was guest of honour.

Despite winning six consecutive Australian titles, Bruce told his audience that his most satisfying event was the final round of the 1957 Victorian hillclimb series at Rob Roy, where, after a succession of driveline breakages with his Walton JAP, his final run trimmed .04 off Lex Davison's freshly-set course record to gain the bonus point which won him the title.

Seven other Australian hillclimb champions were also present: Ivan Tighe, Tim Schenken, Dick White, Paul England, Peter Holinger, Alan Hamilton and Ian Judd. Ivan Tighe won the 1964 title (the first of his three) driving a Vincent-engined car of his own design and construction, but this was the last AHCC won by the traditional type of motorcycle-powered car.

VHRR's very successful evening included other names from the air-cooled area of hillclimbing: Ray Cann, Earl Davey Milne, John Fish, Bert Flood, Bob Minogue, Garth Rhodes and Ken Wylie.

Spotlit on the forecourt of the clubrooms were Mike Bendeich's 150cc JMW, John Dymond's polished alloy ex-Crouch Mk 5 Cooper JAP1100 and Terry Wright's Walton JAP 1100.

GEAR DAY FOR AIRCOOLED CARS

WE have been promised several events all to ourselves during the May 14 (Wednesday) Wakefield Park meeting organised by GEAR, Golden Era Auto Racing club.

This is a great opportunity. Because GEAR is not affiliated with CAMS, and its events are run under a Wakefield Park permit, the expensive CAMS paperwork is not involved. Your car does not need a log-book, let alone the ridiculously expensive Certificate of Description. You do not need a CAMS medical or racing licence – a CAMS C3 licence is fine if you already have one, but you can just buy a Wakefield Park licence on the day for \$50. You do not need to be a member of GEAR (it only costs \$25), but you will need to pay an \$80 entry fee on the day. You also need to advise GEAR of your entry no later than three days prior (in this case, Sunday May 11).

The whole secret with GEAR is that it is not racing. Although there are other cars on the track, there are no prizes and no

timekeeping, and aggressive driving is actively discouraged. Each driver goes just as fast as he wants to. These mid-week meetings have a perfect safety record, and an enviable reputation for enjoyable low-pressure motor sport.

For the May 14 meeting, GEAR is offering air-cooled cars an eight-lapper from a rolling start and a five-lapper from a standing start, plus participation in other events alongside non-air-cooled cars. The critical thing is for us to get enough cars there to justify our own events. The exciting thing is that we do have enough cars in running order for this to happen – as long as everyone manages to get there. And if you can't bring an air-cooled car, at least try to get there yourself. Our cars will need pushers, gofers, sympathisers and revellers, so there will always be something to do.

More information from Lisa Tobin-Smith, GEAR's events secretary, on 02 49 609 617, or lisamgb@hotmail.com.

CLASSIFIEDS

* 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.

* Cooper wheels: Made in England, new and unused, full set front and rears including drums, ready to fit to Mk 7 or earlier (so not my new Mk 8!) with sharp edge to drum and 4 studs per wheel, \$3850.

Drummond lathe, one owner 32 years, \$500. Michelin 15" tyres, as new, \$50 each. Terry Wright 02 9418 2974.

* For sale: 1961 Lynx Vincent, ex John Marston, oldest surviving Lynx. Very original, partially restored includes new Terry Prince Vincent crankcases, other Vincent parts. Approval in principle with blown 1200. Asking \$20,000. David Lawry, 08 8373 1633, jlawry@picknowl.com.au

* For sale: Scarab Triumph, NSW race history from at least early 1960s. Rebuilt Bonneville engine, new 4-speed box, single Amal. No trailer. \$20,000, all offers considered. 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 Garmey in New Zealand.

* 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. \$14,000, keen to sell. Cameron MacMillan, 0408 676 527.

* For sale: Cooper Mk 4 JAP 500, superbly



Top: Andrew Halliday pushing the Cooper Norton hard at Oran Park in January.

Below: Garry Simkin's ex-John Snow Cooper Vincent at Albert Park in March. Photo Marshall Cass

presented, not run since total rebuild. Ex-Saywell 8/80 car, first Cooper to race at Bathurst. \$35,000, Matt Segafredo, 0418 280 000

* For sale: Cooper Mk 9 Triumph, more details from Ian Garmey in New Zealand .

* For sale: 1951 JBS Norton 500, fast, immaculate, very original. One owner past 35 years. Garry Simkin, 02 9958 3935

* For sale: 1959 Bedson Enfield, built in Adelaide by Gordon Bedson with 700cc Royal Enfield Constellation, Albion box. Chassis possibly ex-F3 Mackson. Group L logbook. \$10,000. Peter Fagan, 08 8243 5258, 04012 150 290

THE LOG

Let it be noted that this edition of The Log contains the greatest number of cars so far logged in Loose Fillings!

* October 16 – GEAR day at Wakefield Park: Cameron MacMillan, Sidney Rudge

* November 17 – Geelong Sprints:

Graeme Noonan, Cooper Mk7 Norton, John Coffin, Robbins 500, Mike Bendeich, JMW CZ150;

* November 22 – Historic Rob Roy: Graeme Noonan, Cooper Mk7 Norton, John Coffin, Robbins 500, Mike Bendeich, JMW CZ1150, Terry Wright, Walton JAP 1100

* January 27 – Oran Park Historic races – Andrew Halliday, Cooper Mk5 Norton

* February 2 – Wigram Historic races: Craig Pidgeon, Cooper Mk10 Norton, Charles McCabe, Cooper Mk13 Norton

* February 15 – Oran Park 40th anniversary parade – Brian Lawlor in Garry Simkin's Cooper Mk4 Vincent

* February 23 – Bathurst NSW HCC, hill-climb: Terry Wright, Walton-JAP

* March 6-9 – Australian Grand Prix meeting Brabham parade: Garry Simkin, Cooper Mk4 Vincent

* March 28 – Eddington Sprints: John Coffin, Robbins BSA

* March 29 – Oran Park Historic races: Andrew Halliday, Cooper Mk5 Norton

More on the Ewing Special

This progress report on the restoration of the Ewing Special was written by the car's current owner, Bob Morey, just too late for inclusion in the last issue of Loose Fillings.

RON Ewing was a railway engineer and Singer Car Club member from the Western Suburbs of Sydney. In the '40s and early '50s he raced a Buick engined special. Ron liked Buick straight eights, in later years he fitted one to a Mk.VII Jag! Another of Ron's Jags was used to lay out the original C.C. Tyres corner at Oran Park. A stick attached to the rear bumper marked out the corner as the car was driven on full left lock!

In the mid '50s Ron became interested in 500cc cars and built himself the Ewing Norton Special. The car started life with a Norton International motor, Renault wheels and front hubs & brakes. A transverse leaf spring and bottom wishbones were used at the front with swing arms, fabricated uprights and rubber suspension at the back. An Overland steering box was fitted and the car had a single disc brake from a Jaguar at the rear. This was all attached to a relatively sophisticated chassis with 1½" round section horizontal tubes connecting bulkheads at the front, behind the driver and at the rear. A rollover hoop was a feature and overall the chassis was neat and strong.

The body was interesting. The nose was made from the rear mudguards off a Chev or a Morris, memories are a bit vague on that detail. Along each side there were semi-circular section fuel tanks which were replaced with aluminium panels for hillclimbing when only a small amount of fuel was required. Finishing it all off was

a Lotus 18 type engine cover which wasn't used often as the engine ran hot with it in place.

The car made its debut at the N.S.W. Sprint championships at Mt Druitt in July '57. This was the start of a busy few years of club events around Sydney. Ron was delighted with the car, it was the first race car he'd had which didn't boil all the time! Venues such as Foleys Hill, Silverdale, Castlereagh Sprints and the new race circuits at Warwick Farm and Catalina regularly saw the Ewing in competition. Ron is reported to have also raced the car at Bathurst, surely a very brave act.

The cars specification changed considerably over time. The Overland steering went fairly quickly. A Peugeot 203 rack was fitted after shortening which incorporated some nice aluminium welding. Another early change was to alter the rear end to transverse leaf spring with bottom wishbones. Then Ron turned his attention to the engine and the car was not a 500 much longer.

A Vee twin was made up using Norton ES2 heads and barrels and a Harley Davidson crankcase, this gave a capacity of 1100cc. The next stage in engine development was to make special barrels using cylinder liners from an International truck. These had an aluminium sleeve cast onto them to provide cooling fins. The capacity with this arrangement grew to 1340cc. Chasing more power Ron then supercharged the motor using an aircraft cabin blower.

Ron was competing with the car all the time these mods were being made and sometimes reliability suffered. There are

stories of the car hillclimbing at Tamworth with only one cylinder operational after "spitting a valve guide out an exhaust pipe". [A true story. I wrote that report. Ed.] Ron's son John tells about last minute sessions in the garage turning up pistons and changing the car back to normally aspirated configuration after difficulties with the supercharger. In '62 at a race meeting at Catalina Ron is recorded as running the car with a Vincent engine which seems to be its final configuration in his hands. In the sixties he started modifying the car to take a Skoda motor with V.W. gearbox but this conversion was never completed. Ron took up sailing instead.

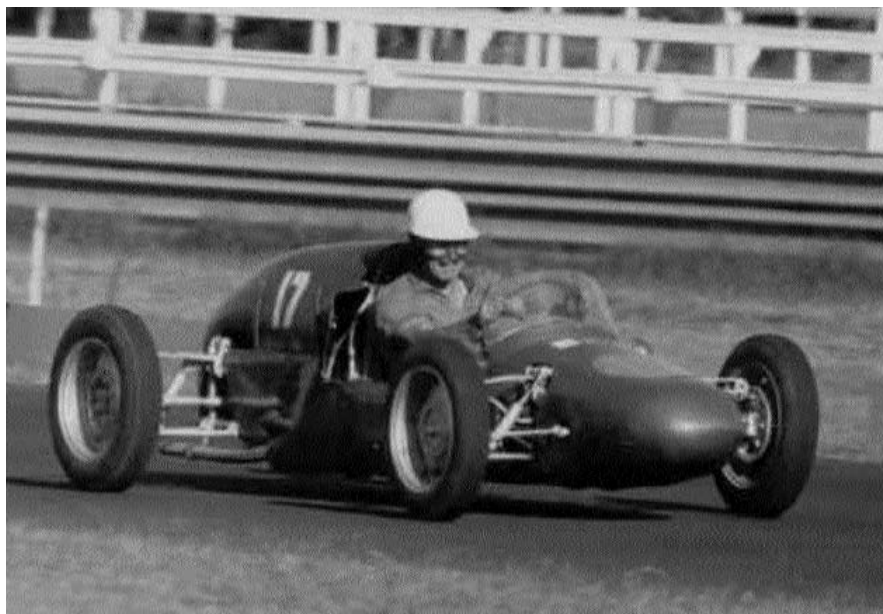
In the early '80s the car went to Melbourne and then was bought by Malcolm Thorne. Malcolm restored the car, being given a dispensation to use a Norton ES2 motor because of the scarcity of Internationals. In this guise the car first ran again at Winton in May '82. The Ewing was a regular competitor at Victorian circuits in Norton and Norton / Harley configuration for the next two years. In this time it featured in an Auto Action front page photo spread performing a spectacular roll over at Calder. On a happier note the car was so successful competing for 'The Aircooled Trophy' that it was awarded the trophy permanently.

Following a major blow up of the Harley / Norton at Sandown the Norton motor was fitted for one last run at Winton. After this the car retired to Malcolm's shed for 16 years.

When I became interested in buying an aircooled car - people had advised me to seek professional help for this affliction - I heard about the Ewing and subsequently bought it. The car is a great example of 'Aussie Battler' ingenuity. It now has a Log Book & C. of D. for Group Lb.

Initially I plan to run the car with a Norton ES2 progressing to the Harley / Norton and hopefully even running that motor with the blower. Looking at the collection of bits in my garage at the moment I have a way to go but with continued help & encouragement from people like John Ewing, Graham Howard and Garry Simkin, to name a few, I'm sure the car will run again. If anyone has information on the Ewing I would love to hear from them. Bob Morey, 0402 479 661, rjmorey@ozemail.com.au

Left: Ron Ewing at Warwick Farm in March 1961, where the program read "Harley Norton Spec. s/c 1340cc, green" and there were eight other air-cooled cars entered!



Walton World Tour - the End

In the annals of the Walton World Tour, Shelsley Walsh deserves a special mention. It is without question one of the great motorsport venues, run since its inception by one of the great motorsport clubs - the Midland Automobile Club.

The MAC mixes sensitivity to Shelsley's history with a contemporary sense of purpose, all without being stuck-up about it. It runs a very relaxed operation yet fires cars up the 1000 yd hill at such a rate that over 400 starts in a day seem to be normal.

At one meeting I misheard what I thought was my number being called up for a (hard to get) third practice run. When I told the form-up marshal this he said (with a grin) "You've got to come here for at least thirty-five years before you can get away with that one" before waving me up to the start line.

History seems to hang in the air of the paddock - once an orchard and still more or less a farmyard. Hans Stuck, Malcolm Campbell, Raymond Mays, Whitney Straight, Basil Davenport and Ken Wharton are some of the famous names associated with the place.

Such a history means they've seen it all before - but not the Walton starting machine which was a constant source of fascination. And there was real interest in the Walton-JAP itself. Many of the hundreds wandering through the paddock would comment on its good looks or tell me that it sounded terrific and others just wanted to know how the trip was going.

The first visit to Shelsley in early June had gone well despite several key parts falling off due to vibration and fatigue. For the second meeting in July, I invested in a set of Dunlop racing tyres (R5 pattern) which everyone else with an air-cooled car but me was running.

Saturday was a dry Vintage Sports Car Club meeting and my official times were 38.31 and 38.15, not a great improvement on the first meeting best of 38.24. The Sunday MAC meeting started wet and the first dry run got us down to 37.83. The new tyres did feel a lot more stable and predictable so that I was hopeful of more improvement in due course.

The August Shelsley British championship meeting was full of drama for the big boys. Defending champion Graeme Wight Jnr was ten points behind Roger Mason and, being faster in qualifying, was **Right: Something different by way of an air-cooled photo. George Hartwell exits the Shelsley Top Esse in June 1948 for a BTD of 46.18. Photo Shelsley Walsh Archive**

running *after* him in the morning run-off for title points. Graeme Senior wrecked a universal in the shared car before his run at about tenth last so that left only the time needed to run-off about eight cars (5-10 minutes) to fix it otherwise Junior's run would be DNS.

As Mason set off up the hill there was little hope that the Gould could be ready. Beside me my wife Ray said a little prayer (by now we were both Junior fans) and when Tim got to the Esses ... a wheel fell off! So Mason lost his probable 10 points and the track clearance delay gave the Wight team enough time to finish the work on the Gould and send Junior up for a winning run.

For myself, I was pleased to have the company of two formidable V-twin JAP Coopers. On my left in the paddock was Roger Willoughby's supercharged Mk 5 Cooper. On my right was David Fyfe's Mk 8 Cooper. The latter was specially interesting being the next chassis number to the Walton-Cooper Mk8, the purchase of which I had negotiated just before leaving Australia. It was also a national championship car, David Good having won the British Hillclimb title with it in 1961, the year Bruce Walton won the Australian title for the fourth time.

Being without benefit of a reliable or readable rev counter, or even much of a clue about how best to drive the hill I was torn between what might be called a "three gear strategy" and a "four gear strategy". Embedded in my mind was the advice I had received from one of my mentors that a gear change cost a second so I was trying to stick to three gears whenever possible.

On the other hand, in C.A.N. May's

book, "Formula 3", he describes how he had fitted a smaller engine sprocket, thus lowering the gearing for Shelsley, after running at Prescott. This could only mean one thing - three gears at Prescott and four at Shelsley. So when David Fyfe went up in practice almost 2 seconds quicker than I, it seemed to be time to review the Walton's gearing.

I was losing practically all my time against an outwardly identical engine up to the Esses. As David was using four gears I decided to try dropping the Walton's engine sprocket from 30 teeth (which gave me 77 m.p.h at 6000 r.p.m. in 3rd), to 26 teeth which gave me 81mph in 4th, a feasible finishing speed.

I then did a total of four runs, two of which were identical, and all within 0.08 seconds, so at least I was being consistent. The best of these compared to Fyfe's and Willoughby's was as follows:

	Wright	Fyfe	Willoughby
Start time	2.45 sec	2.50sec	2.55 sec
Esses speed	70 mph	76 mph	73 mph
Esses time	24.02 sec	22.91 sec	not available
Finish speed	77 mph	80 mph	85 mph
Finish time	37.58 sec	36.02 sec	36.90 sec

I was still a long way behind but I had knocked another quarter of a second off my previous best and that felt pretty good.

And I finally twigged to what everybody else already knew; Shelsley is a power hill and less weight and more power is a big help in getting speed up on the long drag to the Esses. David Fyfe was clearly a lot lighter than me - more like Bruce Walton's size - and the Cooper was almost certainly lighter than the Walton. There was little



that could be done on the spot about that sort that advantage.

A few weeks later that I found this account (below) by Ken Wharton of his taking the Shelsley record at 36.62 in 1951 and realised that I needed to have another think about gear ratios. The Walton had a gearbox set-up almost exactly as Bruce ran it with more or less equal steps between gears. This seemed to suit the short, sharp Australian hills but maybe not the longer power hills like Shelsley.

Wharton and Fyfe could well have been running the Cooper factory set-up which was quite different and had taller second

and third gear ratios. The taller second gear may have been better for the Esses while the taller third gear would probably be faster on the critical drag up to the Esses where I felt I was running out of puff.

Also the smaller drop in r.p.m. when dropping into fourth on the final run to the line might have been an advantage

Be that as it may it was time to head home to start work on the Walton-Cooper, and come back for more as soon as I could. The target is the 100th anniversary of Shelsley in 2005.

Is anyone else coming?



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The all-clear signal is given, the car is started and driven straight to the starting line, with a steady 4000 revolutions on the rev. counter. The clutch is released sharply and the car is away in first gear. As soon as the car moves maximum acceleration is used to set the wheels spinning and then the throttle gradually eased back until the wheel-spin is barely noticeable. Then again the throttle can be opened wide, the revs go up to over 7000 and second gear is engaged. Barely is there time to do this and again concentrating on driving the revs. are again 7000, at which third gear is engaged.

The Kennel bend is now approached and with a slight easing of the throttle the tiny car is literally forced round this curve, which is bumpy and narrow and covered by overhanging trees. Once clear one is flat out through the two kinks until the Crossing is approached; here again the car is forced through the left-hand curve with the near-side front wheel anything up to 6 inches from the ground. After this it is a flatout blind right up to the S's, but on the way there are two nasty bumps which if not taken straight and true can easily put the car out of control.

All one sees upon approaching the S's is a sea of faces and at the crucial moment one brakes, changes down, and places the car for the first of the S bends. The gradient is very steep and incredible power is required to accelerate the car between these tight bends, but once safely through the engine is given its head and 7000 revs. appear in second, then third, and just short of the finishing line top gear is engaged. All that takes 36.62 seconds.

Ken Wharton on setting the Shelsley Walsh record in a supercharged Cooper-JAP 1000, September 1951.

Bottom: Four gears at Shelsley Walsh according to Ken Wharton (see left). The speeds are not his but those obtained by David Fyfe (see table on previous page). The hill starts at about 1:12 allowing good acceleration then just as you hit third gear at Kennel it steepens to an average of about 1:7 or so right up to the Esses. With only flat-out curves on this steep section you get a very exciting ride. After the Esses the finish straight is flatter at 1:10 or less allowing use of top gear.

Below: This chart shows road speed for the gearing used in the Walton compared to the factory Cooper ratios. You can see the even steps in the Walton box and how the closer ratios higher up the Cooper box probably make better use of available power. Terry Wright

