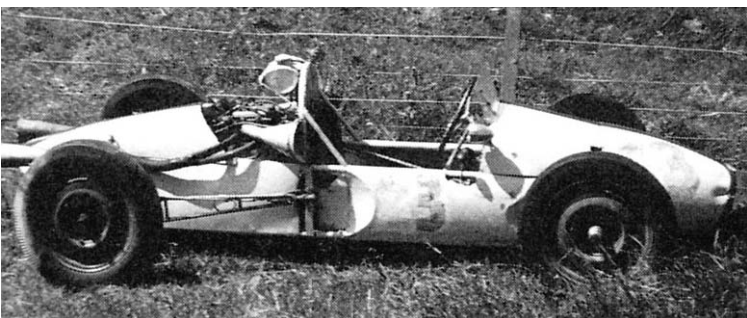


# LOOSE ..... FILLINGS

## GOOD VIBRATIONS

Even in winter we continue to get a challenge — and hopefully also a reward — from our old air-cooled cars, as this issue of *Loose Fillings* reports.

A quick count suggests that in the past four months ten different cars ran at eight events in Eastern Australia, and as well one car made a welcome re-appearance in New Zealand. Equally welcome was the return of the Waye 500, more than 30 years after its last appearance.



Top: one of the first New Zealand air-cooled cars, converted by the Stanton brothers from a BSA 3-wheeler, which appeared in 1948.  
Above: the NAT. Photos courtesy Milan Fistonic.

## NEW ZEALAND'S AIR-COOLED SPECIALS

by David McKinney

Immediately after the end of the Second World War, New Zealanders read of the early British 500s, notably the car of their countryman Colin Strang, and set about devising similar machines. The first import, Billy Lee's Cooper 500, made its local debut in 1950, but before that sheds all over the country had been turned to the task. Only one 500 seems to have been completed in its intended form however, though a number of other one-offs which used air-cooled engines had never been planned as 500s.

*Continued on page 2*

The first of these on the scene were the BSA Specials, one in the South Island and one in the North. Both used front-engined 1021cc V-Twin engines as fitted in the 1930s to the company's front-wheel-drive three-wheelers and some four-wheeled versions. Another pioneering air-cooled car, this time a rear-engined design, was an Indian-powered device which appeared in 1950, while the first locally-built 500 to compete in a New Zealand event was the Irvin 500, seen in at least one Auckland hillclimb in 1952. The first locally-built 500s to appear in a circuit race competed in the NZ Championship road race on the Dunedin street circuit on 1 June 1953. One was entered as an 'Anzani' and the other simply as a 'Special'.

The Coopers and JBSs which came into the country in the early years saw action in New Zealand's major races up and down the country each year, but the specials rarely ventured beyond the limits of their

own local area. They will therefore be considered in that context.

## CHRISTCHURCH

In the South Island a **BSA Special** had actually started as a three-wheeler, and was raced on the grass and sand against Austins 7s, MGs and other "light cars" in the early 1930s. It returned to competition in 1947, prepared by Charlie Stanton and driven by his brother Morrie - the same Stanton brothers who would later be responsible for a rather larger air-cooled special, the 6-litre aero-engined **Stanton Special**, as well as Corvette-powered single-seaters and sportscars.

For 1948 the brothers converted the BSA to a four-wheeler, using a tubular rear axle supported by a transverse leaf spring. At the same time the original front suspension was replaced with a transverse spring and wishbones. Driven by Morrie Stanton

the new car cleaned up the 1100 class of Canterbury hillclimbs and sprints for the next three seasons, with many top-three placings overall.

The car was then put aside while the brothers concentrated on their next project, but reappeared at the Dunedin race meeting in 1953 in the hands of Vin Brown. Next owner was Lyle Chambers, after which the car disappeared from view, until located with Martin Ferner in the 1980s if not before.

A number of 500s were also built in Christchurch, though there remains some confusion about them as many were raced as '500 Specials' or 'JAP Specials'.

The first was Alex Shadbolt's car, one of the two 500s that debuted at that 1953 Dunedin meeting. The first **Shadbolt Special** was based on a 1938 **AJS** engine in a Ford T chassis but this was scrapped, and the engine and other parts used in new tube-framed car with swing-axle rear suspension. It was entered at Dunedin simply as 'Special', and would later appear as a JAP Special before the maker's name was finally settled on it.

Shadbolt ran the car in the supporting races at the main South Island meetings in 1954 and 1955, his best showing being a third behind the Mk VIII Coopers of Frost and Stafford at Mairehau in the latter year.

But its forte was grasstrack racing, at which endeavour Shadbolt enjoyed two very successful seasons, in February 1955 breaking the Rakaia Domain lap record set by Hec Green's one-off RA, and thus bettering the times set by the supercharged 1000cc Vincent-powered cars of Ronnie Moore (Cooper MkV) and his father Les (Kieft).

In 1956 Shadbolt shared the driving in these events with Basil Champion, R F Biggs, Barry Brown and Bruce Monk, all of whom enjoyed grasstrack success. The JAP Special which Champion raced in 1957 is believed to have been the same car.

The Shadbolt Special then made the move to the North Island, appearing at several Levin meetings in 1958 and 1959 in the hands of teenager Dick Sellens.

It then passed briefly through the hands of Jack Begg then R K Reardon in 1959, and returned to Levin in 1961 when owned by Robin Collier. He still had the car in 1965, when it was sold to Chris Lawrence in Wanganui, and is believed to have been written off by him or a subsequent owner

Left above: the Shadbolt Special, which first appeared in 1953 and was later extensively revised. Photo Ferret Photographics.

Left below: Rex Tindill's Lloyd 500.

Opposite page: the JAP powered Anzani Special (left 1953, right c1960) which had Austin 7 front axle and swing-axle rear suspension, and in the late '50s ran a pair of 500cc JAP engines. Photos courtesy Milan Fisticic.



in a hillclimb accident.

Murray Marshall and Ray Briggs had earlier built a lightweight JAP-powered single-seater which they raced at Aranui Speedway. Marshall also entered the **Marshall-Briggs-JAP**, as it was known, for the 1954 Dunedin road race, though it failed to start.

He also ran the car in local Canterbury events over the next couple of years before selling it to Alan Gallagher, who rebuilt it and in 1956 entered it in supporting races at Wigram (simply as a 'Special') and Mairehau (JAP Special) in 1956.

The car had overturned in a grasstrack race during Marshall's ownership, and on the Kaikoura grasstrack on Easter Monday 1956 it crashed and took Gallagher's life. It was not rebuilt.

Next on the scene had been Rex Tindill, who built a car with tubular chassis and suspension from a Lloyd 600. He enjoyed some success with the car in local events in 1956, using an AJS engine, and the following season, apparently with a Triumph 500 and 4-speed gearbox. Known simply as a '500 Special', Tindill renamed it **Lloyd Special** about this time. It was also driven during that season by Basil Campion, and won four grasstrack races in one day at Sefton Domain in September, and another three at the same venue the following month.

Frank Clarke drove the car in 1958, apparently with a Rudge engine. The following year it was sold to Jim Lovell who raced it in the Renwick Gold Star race in November 1960 but did not finish. The following winter he replaced the engine with a water-cooled Triumph 650, at the same time fitting new bodywork. Lovell and his Lloyd Special continued until 1967 to be a fixture of the 'specials' races that were run as supporting events at the major South Island meetings at Wigram, Teretonga and Waimate.

He sold the Lloyd to W R Protheroe,

who still owned in 1982 (and appeared at the Renwick reunion that year). By 1984 it was in Bill Tempero's hands and then passed to Lindsay Wogan, who lengthened the chassis and later rebodied it again. In 1990 the owner was S Perkins, who ran it with a Norton 650 Twin, and five years later was being raced by Gordon McIntyre

About the same time as Tindill's car appeared, or a little later, another car was built in Christchurch, powered first by an Ariel engine and later a Triumph, in which form it was run in local events, though under what name I don't know. In 1957 it passed to Norman Titheridge who rebuilt it and campaigned it as the **NAT** for the next two or three years. It was later used by C A Shaw (1962) and Wayne Schimanski (1964), and was seen in the Yaldhurst Museum on the outskirts of Christchurch in 1983. Mike Ludeke was the next owner, and in 1987 it passed to the Palmer brothers. Tim Palmer raced it in historic events and it was still seen in the 1990s.

Finally comes the **Satellite**, of which little is known. It seems to have used parts from the Cottrell Ariel Special (above). An Ariel engine was used at first, then a 650 Triumph. I have not been able to find reference to any competition appearances of the Satellite.

It then went to Gisborne in the North Island and was used by Terry Johnstone in local hillclimbs there throughout the '60s. It later passed through the hands of Norm Holloway and Murray Rolfe and by 1990 was owned by Les Fraser-Jones, and running in Auckland historic events.

## OTAGO/SOUTHLAND

The **Indian Special** was built in 1949 by Southland motorcyclist Josh Mewhinney, using an Austin 7 chassis, a 1200cc Indian engine and a solid rear axle. Its first appearance was in the 1950 NZ Championship Hillclimb at Patmos

Avenue, Dunedin where, driven by Bill Ashton, it set fifth-fastest time, behind Ron Roycroft's Ford B4 midget, two supercharged MG TCs and the Stanton BSA special. Ashton continued to run the car through 1951, but the project was then abandoned. The engine went into a sprint bike (no, not one of Burt Munro's!)

The second debutant in the 1953 Dunedin race had been built locally by Ashton on a backbone chassis with Austin 7 front suspension and swing-axle rear. It had first used a one-off 1000cc V-twin Anzani, but there is not record of it having competed in this form, and before Dunedin the engine had been replaced by a 500 JAP. It was nevertheless entered as the **Anzani Special**, the name it retained throughout its career.

With Ashton and later Ted George behind the wheel, the special was virtually invincible in Otago and Southland hillclimbs and sprints between 1953 and 1958, especially in the later period when it ran with twin JAP 500 motors. It was also a successful performer in local grasstrack racing. George kept the car in storage from 1958 to 1963 then sold it to the Mitchell brothers, and it was driven by Ron Mitchell 1963-65 (and Bruce Johnstone 1963). A later owner cut it up and sold the parts.

The second Dunedin-built car was built by Jim Cullen and raced as the 500 Special in 1957 and 1958 before assuming the name **Cullen 500** (see *Loose Fillings* 25) for the following season. It entered three Gold Star races in this period with one DNS and two retirements. The Cullen later passed to Bill Ingle who was very successful in Otago hillclimbs in 1963-64. It remained in Dunedin, passing in the late 1980s via Ted Giles to Kevin Telford, who rebuilt the car and equipped it with a 1000cc Harley-Davidson engine. In the mid '90s it passed to Chris Cullen and Denise Dymand. *To be concluded*



## THE LOG

- August 15, Leyburn Sprints – Graeme Branch, Bedson Enfield 700
- August 23, Rob Roy hillclimb – John Coffin, Robbins BSA 500
- August 30, Mt Cooperabung hillclimb, Kempsey NSW – Terry Perkins, Scarab Triumph 650
- September 5-6, Speed on Tweed, Murwillumbah NSW – Mike Bendeich, JMW 150
- September 5, Cootamundra sprints NSW – Garry Simkin, Cooper Mk4 Vincent
- September 13, Kairangi hillclimb, near Cambridge, NZ – Graeme Brayshaw, Cooper Mk8 Norton
- October 4, Haunted Hills hillclimb (Vic) – John Coffin, Robbins BSA 500
- October 14, Wakefield Park GEAR – John Gale, Cooper JAP 1100; David Halliday, Waye JAP 500; Terry Perkins, Scarab Triumph 650; Garry Simkin-Dave Williamson, Cooper Mk4 Vincent; Greg Snape, Cooper BMW s/c
- October 24-25, Mt Tarrengower hillclimb (Vic) – John Coffin, Robbins BSA 500

Below and opposite: 1960s photos of Graeme Brayshaw at Bombay in the late Peter Bruin's Cooper Mk8 which he has recently re-acquired. Both photos (below 1967, opposite 1966) by Peter's father Wiger, courtesy Craig Laing.

## BITS & PIECES

● First appearance of the Waye 500 after a lengthy rebuild by the Halliday family was at the October mid-week drive day organised by Golden Era Auto Racing club (GEAR) at a wet, cold and windy Wakefield Park (where is global warming when you need it?). The Waye was built in South Australia in the mid-1950s, and first ran with a JAP and later with a Norton Manx, and has been rebuilt with a JAP, which had teething problems at Wakefield Park. This is so far the only newly-rebuilt 500 to appear this year.

The GEAR meeting, however, also saw a welcome appearance by John Gale's amazingly original ex-Crouch Cooper Mk4 JAP 1100, but this car also had an engine problem. This GEAR meeting marked the first time for nearly 60 years that John Gale's Mk4, chassis 10-42-50, shared the same piece of road with its sister car, chassis 10-41-50, Garry Simkin's Cooper Vincent. The two cars only appeared together on one previous occasion, at Mt Druitt in December 1950, where 10-42-50 was driven by importer John Crouch and 10-41-52, with its locally-fitted Vincent, was driven by its first owner, John Snow.

● Phil Boot, who raced Coopers in the late 1950s and early 1960s before graduating to a Lotus 20 Formula Junior, died in Sydney in early September, aged 71. He very briefly raced the ex-Nind Mk4 Cooper JAP 1100 in 1959, but found the vibration almost intolerable. The Mk4 was

replaced with the ex-Madsen supercharged Cooper Mk10 BMW (now run by Greg Snape), which he raced and hillclimbed during 1960, setting a new 501-750cc class record at Silverdale which stood until 1962, when it was lowered by Garth Rhodes - even then an air-cooled veteran - in the ex-Rainey supercharged 750cc Cooper Mk9 Norton.

● Alloy wheels on Bill Keenan's uncompleted air-cooled car have been found to have the words "Batch no. 27" lightly stamped into the castings. These wheels are late-'50s Ralt, with bolt-on rims. The significance of the stampings is not known. Have owners of other cars with Ralt wheels discovered similar stampings?

● Garth Rhodes has built an engine for John Coffin's Robbins BSA. The engine had an unexpected head-gasket problem immediately before its first run at Vintage Club's August Rob Roy hillclimb, but has since been running very well indeed, as reported elsewhere in this issue of *Loose Fillings*.

● The first of John Wynne's two twin-cylinder 250cc JMWs has been bought by Tony Scanlon in Melbourne. Wynne first ran the car in 1956 with an Excelsior Talisman two-stroke twin, then replaced this with an Adler two-stroke twin, which he retained for his second JMW 250 when he sold the first one. The 250s followed earlier JMW practice in having transverse leaf spring and wishbone front suspension, swing-axles rear, and a Model T Ford epicyclic steering box. Both 250s used attractive small-diameter wire wheels, with drum front brakes and a Wynne-



designed single rear disc. The new owner hoped to have his car ready for Rob Roy in November, and had earlier travelled to Queensland to talk to the constructor. John Wynne himself owns the second JMW 250.

● In New Zealand, Graeme Brayshaw has recently bought the Mk8 Cooper Norton which had previously been owned by the late Peter Bruin, still in the same colour and with a long-stroke Norton as when Graeme himself first owned it 41 years ago. He still has the original ownership papers. The car was imported by Frost Motors and raced by Arnold Stafford, who finished 12th in the NZ GP. It was later sold to Johnny Buza, who didn't race it, then went to Daryl Jeffares who raced and hill climbed it for many years, finishing first in the Ultimate-Ecko race at Ardmore in 1958.

Graeme bought it from Daryl in 1966 and raced and hillclimbed it ("with limited success but lots of fun," he says) until 1968. The car was sold to Arthur Hopkins, who ran it extensively at similar events throughout the North Island (see LF #27, page 1). It was sold to Bill Clark in 1975, but he did nothing with it; Peter Bruin did some restoration work on another Cooper and the Mk8 became the payment.

Peter restored the car and ran it from about 1992 in hill climbs and club events. Graeme told Loose Fillings, "I am looking forward to having some fun in it again before I become too old and stupid." His account of his first outing, at Kairangi hill-climb, appears elsewhere in this issue.

## TWO VICTORIAN HILLCLIMBS

The Victorian Historic Racing Register ran a hillclimb at Haunted Hills on October 4. It was overcast and very cold, and it looked as if the day was going to be a disaster. However the three runs behind the pace car went OK, and during these runs the new sections of bitumen were sighted – they turned out to be an advantage for our type of car. The first practice was run in dry weather and both Lindsay Urquhart and I were tentative, to say the least. The first official timed runs were just after a small shower of rain and of course the times were slow, but the second and third runs were better and we both set our best times, Lindsay's Coopin at 69.33, my Robbins BSA at 70.86.

The second event was Saturday and Sunday, October 24-25, at Mount Tarrengower. The road has just been resurfaced, and it still a little bumpy, but this is an exceptional hillclimb. The Robbins ran very well indeed and its final run on Sunday was its best time ever. After Saturday's practice, on a very warm day when I ran a 60.06, Sunday saw the weather in one of its moods where it was hard to know if it was going to be rainy or windy. Sanity prevailed and although windy the day turned out warm. On its three runs the Robbins ran 61.2, 59.88 and finally 59.22 over the 800m. Each run was an improvement and I was very happy with its performance.

*John Coffin*

## CLASSIFIEDS

**For sale:** BB Ariel, built '60-'61, Red Hunter engine, Norton box, complete spare engine plus engine and gearbox spares, new body panels. Chris Tracey, 02 6280 5285

**For sale:** Cooper Mk5, ex Hawkes, Patterson etc, huge Australian history with 500 and 8/80 JAPs including 1954 Australian Hillclimb Championship. Freshly overhauled 500 JAP. Offers to Peter Harburg, (07) 3839 9699

**For sale:** Gilbert JAP 500, built 1968 by Roy Gilbert with 1938 4-stud JAP 500, upright Norton box, 10-inch steel Mini wheels. Spares include registered trailer, small Shorrock blower, some engine, gearbox and carburettor spares. \$10,000 or offer, John Cooper, 02 4982 6370, 0407 202 436

**For sale:** motoring and motorsport books and magazines, mostly US and European, email for 12-page list. Graham Howard. grimes@ix.net.au or 02 4787 8772

**For sale:** Arnott JAP, 1952, one of two special long-chassis cars ex Ivor Bueb, modified in England by Pip Preece to coil-over suspension and lengthened by 10" in the centre of the chassis. Immaculate condition. Contact Rob Williams, NZ 09 427 8120 or roshwill@orcon.net.nz

**For sale:** Waye 500, built in 1953, CAMS log book, JAP 500 dry-sump engine, Norton gearbox, roll bar fitted, new upholstery TT carburettor, Lucas magneto, eligible to run overhead cam Norton, ready to run, \$15,000 ono, Andrew Halliday 02 9888 6175.

**For sale:** motorcycle books, going inexpensively: AJS & Matchless Manual; AJS and Matchless post-war models; AJS, History of a great motor cycle; Australian Motor Cycle Heroes, 1949-1989; Ducati Motorcycles ; Ducati Untold Stories; Ducati workshop manual, models 160, 250, 350, 450 through 1974 ; Ducati Singles; BSA Gold Star workshop manual; MV Agusta motorcycles; History of Motorcycles; Vincent Riders Handbook; Velocette Service manual; The First Norton Knocker Scene; also magazines - Peter Molloy, 02 4341 0679



**Trailer for sale:** Ex Walton-JAP, suit any air-cooled. Must sell, need space, \$750 or offers. Terry, 02 9418 2974.



## KAIRANGI HILLCLIMB

Scrutineering for the hillclimb was on Saturday in Auckland, which was very convenient, and early Sunday morning (September 13) I set off with my son-in-law with his Buckler for the two-hour drive to Kairangi, south of Cambridge, and we had unloaded the Cooper and were ready to go by 9.30. The event had 23 entries, from vintage motor bikes to a Lotus Elan, a Buckler DD2, a V8-60 special and some Ford 10 specials, to a Heatway Rally factory Corolla, 105E Anglia etc. New tyres on the Cooper were going to be an unknown quantity, but at least I now had some tread on the fronts, instead of bald with flat spots.

For practice and much of the day the hill was damp on the bottom corners, with lichen in shaded areas, and I took it very easy for the first few runs, checking out the new tyre combination and the track conditions. A bit of drizzle after lunch didn't help (after all it is New Zealand).

The Cooper starts very easily, and it was no problem to warm it up on the way down the hill. I was lucky that I could be first off all day so as to avoid restarting and losing all my friends [pushers]. Last run came up trumps, and with some confidence and a dry track I managed 34.52 sec for FTD, followed by Robertson's Corolla, the 105E Anglia and Craig Laing's Buckler Climax. The Cooper was on song, the driver finally got tuned up to the track, and a great day was had by all.

*Graeme Brayshaw*

## BROADFORD EASTER 2010

Motorcycling Australia's Peter Drakeford has contacted John Coffin to formally

invite historic air-cooled cars to again take part in the Honda Bonanza at Broadford next Easter. The first Broadford Bonanza was very successful, and our cars attracted a lot of interest from the many Classic Bike people who were there.

Cost to enter at the moment is \$60 per car and \$40 per pit crew member, to cover insurance etc. There is a chance we could have space for cars, trailers and tents that would be better suited for us and that would also allow easier access to the track. Those intending to enter would you please contact John Coffin asap at jrcobins500@gmail.com As soon as numbers are available further negotiations can be made. This event is worth serious thought.

## COOTAMUNDRA SPRINTS

Cootamundra, in southern NSW, has a drag strip on the local airport, and the NSW Vintage Sports Car Club ran a friendly meeting there on September 5, with Cooper Mk5 Vincent owner Rob Phillips the scrutineer. Garry Simkin was the only competitor with an air-cooled car, and his Cooper Vincent ran a best of 14.56 seconds for the quarter-mile and a best terminal speed of 93.55 mph.

This is a drag-strip time which includes the driver's reaction-time after he gets the "go" light, whereas the traditional sprint timing, using a hockey stick or a light beam, does not start counting until the vehicle actually moves. His shortest reaction time was 0.784 secs, which suggests the Cooper could cover the quarter in under 13 seconds using traditional timing methods. FTD was set by Keith Berryman in his Matich SR3 sports car at 10.827/119.68 mph. The only problem seemed to be that staging for the "Christmas tree" starting-light system can

be tricky with an air-cooled car, and needs some getting used to.

There are plans to run this event again in 2010. *Loose Fillings'* Cootamundra correspondent reported it as "a nice old town to wander around, wide streets, etc, the natives most friendly, any town with that many pubs has to be good."

## PETER HOLINGER

Peter Holinger, who with his wife Beverley built a world-wide business in competition gearboxes, died in Melbourne on October 31, aged 76.

He had trained as a machinist at Commonwealth Aircraft at Fishermens Bend, and in the mid-1960s played a key role in machining components of the Phil Irving-designed Repco-Brabham V8 engine. He became one of a number of Repco people – Paul England, Ivan Tighe, Keith Young and Brian Wilson were others – who built Vincent-powered sprint cars. The Holinger Vincent, a beautifully-built spaceframe car, first appeared unsupercharged in late 1963. It was soon supercharged and its engine stretched to 1400cc, in which form it was competitive with the England and Tighe cars. With the car converted to wider wheels, Holinger set a new outright record at Lakeland hillclimb in 1968, but the car never quite achieved an Australian championship and it was retired in 1970.

The first of two Holinger-built Repco V8-powered hillclimb cars appeared in 1972, and with these cars he won four Australian championships, in 1976, 1978, 1979 and 1988. The Holinger Vincent has been owned by Jim Runciman in West Australia since the early 1980s, and its very special engine is being rebuilt by a Vincent specialist in Melbourne.

Peter Holinger's utterly committed hillclimbing style is captured in this Bruce Leeson photo (left) from Silverdale in 1968. The sole instrument is the tachometer, mounted above the driver's left foot. The never-bodied car is running its later composite alloy wheels.



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