

LOOSE FILLINGS

GOOD VIBRATIONS

This is the 30th issue of *Loose Fillings*. It started in 1999 as a way to share interest in older air-cooled racing cars, and to encourage Australian and New Zealand owners to bring their cars out again. Slowly but steadily this has been happening, as the latest listings in *The Log* will show. Our newsletter continues to be largely written by its own readers, and to provide a combination of current news, workshop topics and history.

Noel Martin-Smith recounts the New Zealand history of the ex Bob Gibbons Cooper, which now competes in the USA

Wellington to Washington

Cooper Mk5 chassis number L8/51 was imported to NZ by Jack Shelly's company Independent Motors in 1951. It came with both 1100cc and 500cc JAP. motors and the relevant engine mounts. Jack's son Tony was later the first NZer to drive in a World Championship Formula 1 race and was successful in NZ, mainly in Cooper Climaxes. The Mk5 Cooper however became almost synonymous with Bob Gibbons. Bob described himself as a "motor engineer" (as distinct from a motor mechanic) and operated a business from a

The Mk5 in 1955 with 1100 JAP twin at Houghton Bay hillclimb, where Bob Gibbons set FTD and a course record. Car carries the obligatory NZ registration plate, and "Independent Motors Special" on the nose. Photos from Matt Gibbons collection

workshop beneath his house in the seaside suburb of York Bay near Wellington.

I met Bob twice, once at his workshop in about 1969 and once at a race meeting at Ohakea around 1990. He was quite profoundly deaf and also a very deep thinker, so having a conversation with him was difficult - one was never sure if he had heard the question and was considering his reply or whether he had simply not heard the question. Some of his fellow competitors felt he was anti-social and aloof - he would usually arrive at an event and set up his 'pit' in some distant corner and rarely mix with others. But despite this he was universally respected for his car preparation and driving skills. Fellow competitors usually knew when Bob was going to post a quick time as he would be seen to remove his shoes and drive in his socks.

Bob's son Matt has kindly supplied the

car's current owner Ed Millman with copies of his father's notebooks and they are apparently very impressive for their depth of detail. Perhaps it was this attention to detail that made Bob a 'motor engineer' and explains why the car was arguably the most successful air-cooled Cooper in NZ.

Ed Millman, assisted by Matt Gibbons, has done an excellent job of recording the achievements of Bob and his car. To list all its successes here would be near impossible; sufficient to say it won the NZ Hillclimb Championships in 1953 and 1954 and set number of records on the way. Gibbons also raced the car extensively throughout NZ, setting the outright lap record at Wigram in 1951, and in 1952 winning a heat of the Wigram Trophy but failing to finish the final. He finished second to Ron Roycroft's Alfa Romeo at



THE LOG

This section started with issue #4 in mid-2000: "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 challenge. The gadget is only required to go "bang" once; anything more has always been a bonus."

That first instalment listed five different cars, running at four venues over a three-month period. The list below, covering a six-month period, records appearances by 17 different cars at 13 venues. Not only that, but included in the current log are four cars which were running in public for the first time. Only one runner from that first Log also appears in the list below – Derry Greeneklee, with his formidable Cooper JAP twin. John Coffin, whose Robbins BSA was first mentioned in The Log at Rob Roy in November 2001, is still our busiest competitor.

- May 24-25 – Winton historic races – Derry Greeneklee, Cooper Mk9 JAP 1100
- June 8 – Haunted Hills hillclimb – John Coffin, Robbins BSA
- Jun 15 - Rob Roy MG CC interclub hillclimb; Lindsay Urquhart (John Hazelden's Sidney Rudge), Neal Videan (Cooper Irving)
- June 28-29 – Oran Park, historic races – Derry Greeneklee (Cooper Mk9 JAP 1100), Andrew Halliday (Cooper Mk5 Norton)
- August 24 – Rob Roy hillclimb - John Coffin (Robbins BSA) Colin Kirkpatrick (Cameron Kawasaki), Lindsay Urquhart (Sidney Rudge), Neal Videan (Cooper Irving)
- September 7 - Haunted Hills hillclimb – John Coffin (Robbins BSA) Colin Kirkpatrick (Cameron Kawasaki), Lindsay Urquhart (Sidney Rudge)
- September 19-21 – Speed on Tweed sprints, Graham Branch (Bedson Enfield), Neil Cummins (Shamrock Enfield) John Lennon (Bowman JAP 500), David Reid (Cooper Mk3 JAP500)
- October 8 – Wakefield Park, GEAR day; Mike Bendeich (JMW CZ 150), David Halliday (Waye JAP 500), Garry Simkin (Cooper Mk4 Vincent), Greg Snape (Cooper BMW)
- October 4-5 – Collingrove hillclimb – Kevin Shearer, White 500 JAP
- October 10-12 – Lobethal commemoration – Kevin Shearer, White 500 JAP
- October 26 - Mt Tararengower hillclimb, John Coffin, Robbins BSA;
- October 21 - Cooperabung hillclimb, Kempsey – Terry Perkins (Scarab Triumph) private test run
- November 8 - Chelsea hillclimb, Auckland, – Graham Brayshaw, Cooper Mk8 Norton

Dunedin in 1953 and held the outright lap record at the Mairehau (Christchurch) circuit. He also set outright lap records in two consecutive years at Ohakea. In 1956/57 he won the newly introduced national Gold Star hill climb championship.

Ownership of the car then passed to Keith Roper of Nelson. At this time beach racing at Tahunanui Beach near Nelson was very popular. The inlet of a large tidal estuary would be dammed on the appointed race day when the tide was low. The incoming tide was held back and the shore of the resultant dry tidal basin was then used as a race track.

The races were dominated by large V8 powered single seaters, akin to speedway cars, and big-engined saloons. The event, held in summer, attracted huge numbers of holiday-makers from local resorts. In 1959 Roper was second overall in the beach racing championship and won two consolation races despite spark plug and gearbox problems.

The following year he won the South Island beach racing championship and led the NZ championship race for seven laps until a universal joint broke, led the Nelson beach race before an other DNF, and had another DNF at the Gold Star race meeting on the Renwick road circuit. Roper also competed in local hill climbs and quarter-mile sprints.

He disposed of the Cooper in 1961 to Eddie Hamill. Not much is known about this owner and Ed Millman's thorough research indicates Hamill only competed in one standing quarter mile sprint in the Wairarapa before selling the car to "Slim" Wakelin of Palmerston North in 1962.

I met Slim many years ago at a brewery where he worked. By the time our meeting ended my recollection of anything he had told me about the car was very hazy! I do seem to recollect him telling me he had fitted an Albion gearbox from a railway maintenance vehicle (commonly called a 'jigger') which gave the Cooper four forward gears plus reverse. Slim owned the car until 1965.

By this time its competitiveness was declining. In Formula Libre races at the Levin circuit it was competing against late model Brabhams, Lotuses etc powered by 1.6 litre Ford Twincam motors and even larger capacity 2.5 litre Tasman Formula cars. Slim achieved a few 9th, 10th and 11th placings and had two DNFs over the three seasons he ran the car at Levin. He had a few wins in local hill climbs and sprints.

John Whiffen purchased the car in 1966 and ran it in a few HB Car Club quarter-mile sprints and hill climbs. He sold the V-twin motor to Vic Plummer of Napier who installed it in a racing motorcycle sidecar outfit which was so unreliable he was quickly nicknamed "Vee twin Vic with the

one lap JAP". The motor later went into a drag-racing motorcycle in Newcastle, Australia. Whiffen cut the Cooper chassis behind the seat with the intention of installing a flat-4 Porsche motor. A similar modification had been done some years earlier by another local competitor, Bruce Webster, whose Mk6 Cooper-Porsche was a very successful hill climb car.

Whiffen never completed his transplant and sold the car about 1967 to Bob Sherriff who grafted a new rear chassis onto the car and installed a Triumph 650 motor. He never used the car - "it sat down the garden for a year or two" - before he sold it (less motor and gearbox) to Monty Parr-Whalley and Richard Anderson. They amused themselves by towing the Cooper around Napier on the end of a rope behind Monty's E93A Prefect. They too installed a Triumph motor but never used the car in competition.

Oriel Martin, who raced TQ midgets at the local speedway, bought the car in the late '60s but was only interested in the motor to install in his midget. The Cooper was left outside his spray painting shop for almost a year - he could not find a buyer. I bought it in late 1969 for \$100 less motor and box.

A complete rebuild took me the best part of a year. Bill Smith, who owned a Mk9, was given the job of making new engine and gearbox mounts. An upright Norton box was bought from Eric Wainwright (see *Loose Fillings* #29) and a 500cc JAP from Harold Sergent.

The Cooper was a constant source of frustration. Everything about it from simply obtaining methanol fuel in provincial NZ to starting the car seemed to present difficulties. The engine was not reliable, more due to my lack of skill than any fault of the motor, though even ace JAP mechanic Harold Sergent could not sort it. To the car's credit I never had a DNF through any failure of the chassis, gearbox or drive train in many seasons of competition.

By 1990 the car was rapidly appreciating in value and I was literally scared to race it because it was too valuable to risk damaging. It was sold to Bruce Utting from Wellington who assured me he was a genuine enthusiast who had always wanted to own a Cooper. But within about a year he sold the car overseas. It went first to Ted Atkins in Seattle and then to Ed Millman. I never regretted selling the car. It was replaced by a Formula Ford which is everything the Cooper wasn't - cheap and simple to run and never had a DNF. But it was sad to see the Cooper leave NZ where it had had such an illustrious history. Ed uses the car regularly and from all accounts is doing a fine job as custodian of the car.

PETER BRUIN

Peter Bruin, a specialist in chassis building and race-car preparation, and a leading light in all forms of New Zealand motor sport since the 1960s, died on October 1, 2008.

He was also well known for his appearances with various cars and motorcycles, where he was always competitive but at the same time always willing to assist other runners.

He came to prominence with the ex-Arnold Stafford/Avery brothers/Wally Henwood Mk4 Cooper Vincent which, after overturning it at a hillclimb without damage to himself, he rebuilt in a highly modified form which kept it competitive for a number of years.

He became an important part of McLaren Racing, where his skill was applied in making tube-frame and mono-coque McLaren cars which made their mark in world competition. On return to NZ Peter set up a business covering speedway midgets, sports cars, singleseaters and

classic cars, and later produced seven or eight really accurate replica C-type Jaguars, one of which was his personal pride and joy which he raced and rallied and used extensively for touring; his ambition was to be travelling at 100 mph when the odometer turned over 100,000 miles.

He also rebuilt and raced a 2-litre Cooper Climax, a magnificent car which is now running in UK historic racing, and a Mk8 Cooper which he first ran with a 4B JAP then, in partnership with Graham Brayshaw, with a long-stroke Manx in which form it gained FTD at a number of sprints and hillclimbs. He also rebuilt his Taga Fiat clubman sports car, and at the time of his death he was also building a road clubman car using a six-cylinder Fiat 2300 engine grafted to a Fiat 125 five-speed gearbox and de Dion rear end.

We have lost a genuine nice bloke who was a specialist craftsman with great depth of real knowledge. I will miss him, and I know he will be remembered by people in all forms of motorsport and across the community. *Max Fisher*



CLASSIFIEDS

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: 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 Don Biggar, 07 3889 7188

For sale: Cooper Mk5 MKV/8/51, 1951, ex Bob Gerard with Manx Norton, to Australia ex South Africa. Now with long-stroke Manx, new cases and timing covers, all new internals, fully rebuilt by Manx guru. Original Cooper steering wheel and magnesium road wheels. Brakes, chains, bearings all new, BTH TT magneto, new Amal series 1000 36mm carburettor. More details on request. Shipping and crating anywhere. \$38,000, Franc Trento, EuroBrit Australia, 03 9432 6886, www.eurobrit.com.au

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: the Vincewill, built 1961-62 in Repco workshops by Brian F. Wilson, used in sprints and hillclimbs with Vincent twin; all later owners known. CAMS approval in principle to restore with Triumph 650 as presently fitted, but damaged. Keen to sell. Colin Goldsmith (Victoria), 0416 057 855

For sale: motoring and motorsport books and magazines, mostly US and European, email for 12-page list. Graham Howard

Wanted: pre-WW2 Morris 8 Series 1 stub axles, steering arms, tie-rod ends and front brake backplates. Series 1 has bolt-on steering arms, not taper-fit type. Graham Howard, grimes@ix.net.au or 02 4787 8772
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, plus spares, ready to run, \$16,000 ono, 02 9888 6175.

Top: left to right: Merv Neil, Peter Bruin, Les McLaren and Denny Hulme with Peter's restored Cooper Climax T45. Photo Milan Fisticnic
Bottom: Max Fisher in the Cooper Mk8 Norton.

ROB ROY

Four air-cooled cars attracted a lot of interest at the August 24 Rob Roy meeting. Runners were Neal Videan (Cooper Vincent), Lindsay Urquhart (Sidney Rudge), Colin Kirkpatrick (Cameron), and me with the Robbins. Weather was overcast, a little cool but no rain. Times were a bit slow in the morning because the track was slippery and plenty of mud from the pit area had been carried down to the start line. The normal pit area was closed off so parking was at a premium. However I made representations to the committee and (thankfully) our special area was made available.

Unfortunately two of our cars had breakdowns during their third (final) runs - Neal had the Cooper's blower lock up, due to sheared keys, when Lindsay was driving, and Colin had a problem with the motor nipping up. However the Sidney Rudge ran better than previously, after Lindsay waved his magic hands over it, and he said it now has some gears in the gearbox which were not working before.

The Robbins had an early-morning cold start hiccup but then went very well all day, and ended up being fastest air-cooled car, with 32.47. Neal Videan ran a best of 33.85, Colin Kirkpatrick got just one run for 34.06, and Lindsay Urquhart ran 36.47 with the Sidney. This was the best VSCC event at Rob Roy in the last 12-odd years because the pit area was closed, so spectators and competitors milled together. Fantastic!

John Coffin

On debut at Collingrove hillclimb, Kevin Shearer demonstrates the White 500's off-road capability. Photo also shows the car's Cooper-style chassis and unique cast alloy six-spoke wheels. John Lemm photo.



HAUNTED HILLS HILLCLIMB

Victorian Historic Racing Register ran a hillclimb at the new Haunted Hills course near Morwell on September 7. This was by far the coldest day I have ever spent at a race meeting, and as well my car gave heaps of trouble, mainly due to the cold (at least that's what I think).

Lindsay Urquhart, driving the Sidney Rudge, had best air-cooled time with 1min.13.68secs., and my best with the Robbins was 1.19.73. Colin Kirkpatrick did a couple of runs behind the pace car but his motor tightened up and he did not take any further part. VHRR very wisely took about 10 cars at a time around the course behind the pace car for four laps to let the drivers get used to the track - a very good move. The only bad thing about the day was the very cold weather. However I am looking forward to the next Haunted Hills meeting. For sure our cars will perform very well.

John Coffin

SPEED ON TWEED

Four aircooleds enjoyed magnificent sunshine, blue skies and 30 deg temperatures and despite the threat of a weekend of thunderstorms at the final Speed On Tweed at Murwillumbah on September 19-21. Graeme Branch led the times at 55.00sec in the ever-improving Bedson Enfield, which continues to attract a lot of attention in the pits. Some fiddling with fuelling and tyre pressures improved

his times until he managed to spin on the final run trying to go even faster. David Reid gave the Mk3 Cooper its only outing this year and spent the weekend pondering which 50-year-old spark plug from the box of bits might actually work, only to uncover a failing magneto. Nevertheless he put in a 58.82sec despite sliding off on the final corner of his one and only completed run. Next in the times at 61.76sec was John Lennon in the recently acquired Bowman Special, sporting a very original patina and looking very proud of itself in its pit alongside Alan Telfer's 8-cylinder 1926 Bugatti. It's really great to have a new car join us. The Shamrock Enfield, now in Neil Cummins' hands, provided him with much satisfaction and a best time of 72.08sec as he begins to come to terms with the mighty air-cooled challenge. Terry Hanly accompanied Neil to ensure his old charge kept her good manners.

David Reid

GEAR OCTOBER 8

The annual "air-cooled" meeting organised by GEAR (Golden Era Auto Racing club) at Wakefield Park on October 8 had four air-cooled cars enjoying a warm and sunny day. This year there were not enough air-cooleds for GEAR to be able to give us our own events, so we were combined with other cars of similar performance. Greg Snape in the Cooper BMW retired early with GEARbox problems, seems to be a recurring nuisance with the BMW transmission. David Halliday had mixed fortunes with the debutant Waye JAP and kept Don busy. Mike Bendeich had a great run with the JMW, which ran well. My Cooper Vincent also ran well, (stalled it once getting to the start line!) and I was pleased with the way it went.

Terry and Rae Perkins, all the way down from Port Macquarie, had the Scarab on display, looking very nice. They hope to have a new magneto fitted for the next GEAR in December. Also looking on were Maurie and Nan Pearson, Col Corley and Col Davison.

Garry Simkin

USEFUL SUPPLIERS

Three useful suppliers have been recommended by Terry Perkins, after the rebuild of the Scarab.

- British Spares in Lower Hutt, NZ, www.britishspares.com
- British Motor Cycle Specialists in Brisbane, www.britishmotorcycle.com.au
- Pioneer Cycles Classic Motor Cycles, Caloundra, Qld, www.pioneercycles.com.au. All these people offer mail-order service, says Terry.

GOODWOOD ANNIVERSARY

Another long wet UK summer miraculously gave way to glorious late September sunshine just in time for Goodwood to celebrate its sixtieth anniversary as a motor racing venue. Appropriately, the air-cooled 500s were again a feature of the programme with 30 cars listed in the Earl of March Trophy race. The oldest were two 1949 Effyh-JAPs which had come all the way from Sweden.

Duncan Rabagliati's newly restored Spike Rhiando-built Trimax JAP was the star turn in the paddock but unfortunately wasn't quite ready to race so Duncan drove a borrowed Keift Norton C52. David Lecoq's Petty Norton, Roy Hunt's Martin Norton, Richard Utley's JBS Norton, JB Jones' Cousy Triumph and John

Chisholm's Arnott JAP added more variety to the field in which Coopers naturally predominated.

Also driving a borrowed car (Cooper Norton Mk11) after his own had failed, Simon Frost started second on the grid and led a close race more or less from start to finish. The fastest lap was his too at 82.10mph. Nigel Ashman's Mk11 was second and the Lecoq Petty Norton was third. JAPs ran 4th and 5th so were by no means out-classed on the fast and picture-perfect Goodwood track.

For the air-cooled enthusiast this was again the best race at the best historic meeting in the world. Don't count on the 500s being there next year but think about going anyway - the provisional dates have already been announced - 18 to 20 September 2009.

Terry Wright

BITS AND PIECES

- Since the last issue of *Loose Fillings*, no fewer than four air-cooled cars have made their first post-restoration appearances. First of these was John Lennon's amazingly original Bowman JAP, which was illustrated in LF #14. Next was the Halliday family's Wayne 500, described in L/F #2, and now fitted with a JAP 500 as it was when it first raced in South Australia in the mid-'50s.

Next was Kevin Shearer's Cooper-copy JAP-powered special, which has a South Australian history going back to at least the early '80s, and largely unknown prior history in Victoria, where it may have been known as the White 500 or the Whiteson. In Kevin's hands at the recent Lobethal Grand Carnival this car ran lap after lap of the 14km Lobethal circuit, a most impressive performance for a 500 single, although Kevin commented that it seemed to use more oil than fuel. Readers with the necessary skills can find video - and sound! - of this car on You Tube (now that's fame).

Fourth debutant was Terry and Raewyn Perkins' late-'50s Scarab Triumph, looking very businesslike in BRG, which had some shakedown runs at Kempsey Sporting Car Club's hillclimb course and is headed for GEAR in December.

- Fame also for Don Penn's Rilstone Vincent, which appeared on TV as background in an ABC program about Sir Jack Brabham.

- The Balle 1000, a very effective late-'60s 10-inch wheel car built by Victorian Bill Balle using a Vincent twin, has recently been bought by Mark Atkinson, who found the engineless chassis hanging on a wall in Inverlock. Mark has talked to Bill Balle, and intends to restore the car with a Vincent, for which he can only be commended.

- Also in Victoria, Darren Visser is planning to restore the original mid-'60s Cyclo, the first of Leo Bates' series of high-tech small-wheeled cars. If more 1960s cars appear in their original form, promoters would no doubt give them the same support they have given to the 1950s cars.

- Another Victorian Vincent-powered special has re-surfaced, the Vincwill, which was built by Brian Wilson in the early '60s with an unusually deep space-

Top: classic Goodwood with sparkling WW2 buildings, manicured infield and run-off, the South Downs in the background and 500 racing at its best. Photos: Terry Wright
Bottom: Spike Rhiando's marvellous monocoque lightweight Trimax ('tri' for its three engine capability - 500, 750 and 1000/1100cc).



frame chassis 15-inch alloy composite wheels and transverse-leaf suspension, and ran at some sprints and hillclimbs. It too has lost its Vincent engine, but it now has a 650 Triumph. More details in the classifieds.

- In New Zealand, Max Fisher's cars, advertised in the last LF, have been sold to an enthusiast in England, while Alan Kerr's Mk6 Cooper Triumph has also been sold, but is staying in New Zealand.
- Oran Park circuit in south-western Sydney may or may not be about to close, but it's interesting to see two NSW air-cooled pioneers were involved with its creation back in the early 1960s.

One was the late Wilbur Watson, whose Norton-powered EAW is now owned by the Powerhouse Museum. He helped with the construction of the original circuit, raced the EAW there, designed and installed the lighting for night racing there, and was later made a life member of NSW Road Racing Club. The other was the late Ron Ewing, whose Ewing Special raced at Warwick Farm and Oran Park, and is nowadays owned by Bob Morey in Canberra. Ron claimed to have roughed out the original Oran Park layout in his MkIV Jaguar, and helped instal the landmark "timing bus." A complete bus arrived at the circuit, the body was unbolted and lifted off, and the bodyless bus was driven back to Sydney.

IZZARD GK500

From the Melbourne suburb of Ascot Vale, Ken Izzard has provided *Loose Fillings* with photographs of the Matchless-powered car he built in the early 1960s. The car used Fiat 500 wheels and front end, swing-axle rear with a home-made single disc brake which used a Holden wheel



cylinder. The chassis used small-diameter tubing snugly fitted inside an alloy shell made from a Gloster Meteor drop tank.

Its (taller) next owner lengthened it by six inches, and the car acquired BSA engine, Triumph gearbox and wider, smaller-diameter wheels. The car went on to have several Sydney owners, and was last heard of in the Newcastle area.

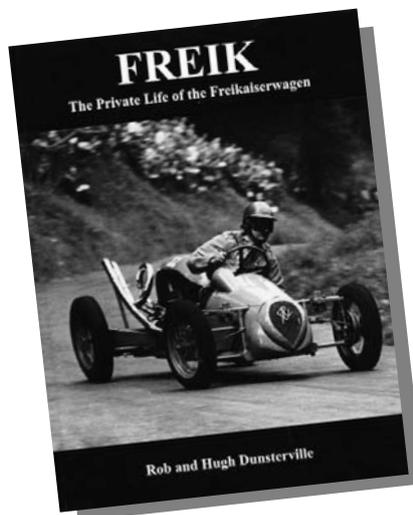
GREAT BOOK FOR CHRISTMAS

Here is the story of what might be called the mother-of-all-air-cooled-cars, the Freikaiserwagen. In its final form with two-stage blowers and Blackburne V twin engine developed by Robin Jackson, this was the first really successful British mid-engined car. Its most celebrated day was 11 June 1949 and the venue Shelsley Walsh. The first production Cooper twins were starting to appear on the hills and Stirling Moss took his up in 38.57sec. John Cooper and Michael Christie could barely get below 40 seconds.

On his second run Joe Fry in the 'Freik' stormed up in 37.35sec, two hundredths below Raymond Mays' long standing record from pre-war days. Mays' response that afternoon was to go one hundredth below his record leaving Fry a sensational winner.

That was the sort of performance that got you on the cover of *Motor Sport* and Fry and his brother David richly deserved that honour the next month.

There were in fact two Freikaiserwagens, the pre-war car making its debut in 1936 with an unsupercharged Anzani engine. The change to supercharged



Blackburne was made in 1937. After the war the chassis was found to have been lost but an almost exact replica was built-up using another GN chassis and most of the original running gear.

A full reconstruction with a new Iota chassis and two stage supercharging followed for 1948 and this is the form in which Fry took the Shelsley record and sadly died in practice at Blandford Camp in July 1950.

Joint author Hugh Dunsterville was one

of the designers of the original car and his son Rob is lately of Sydney and now lives on the North Coast of NSW. This absorbing book is filled with technical detail and excellent period photos which chart the development of a car we have all heard about but probably know little.

Published at Shelsley Walsh by the Midland Automobile Club, 'Freik' is available post free to Australia for £18.50 and should be in every *Loose Fillings* reader's stocking. Santa can probably get it to you in time if you call the MAC on +44 1886 812 211 or email secretary@shelsley-walsh.co.uk and give your credit card and postal details.

Terry Wright

Edited by Graham Howard,
22 Bridges Street, Blackheath,
NSW 2785 phone 02 4787 8772
(grimes@ix.net.au)

Produced by Terry Wright,
(tsrwright@gmail.com).

Published by Garry Simkin,
28 McClelland Street, Willoughby,
NSW 2068 phone 02 9958 3935,
(gjsimkin@iprimus.com.au).