

# LOOSE ..... FILLINGS

## GOOD VIBRATIONS

Interest in motorcycle-engined racing cars of the '40s and '50s continues its quiet growth. In this issue of *Loose Fillings* we note the start of a New Zealand project to restore two long-lost JBS 500s, and the successful appearance of Australian air-cooled cars as part of what is expected to develop into a major annual gathering of classic motorcycles at Broadford in Victoria. We also record in The Log the regular appearances of air-cooled cars – which is what it's all about.



Lost  
Australian 500s

## THE SURTEES JAP

Fourth in an  
occasional  
series

The Surtees JAP was everything the 500cc movement promised, being an owner-built car that was constructed and operated on a very limited budget with considerable success.

Geoff Surtees worked for the legendary Sydney tuner Gordon Stewart and was later workshop foreman for Jack Myers, another legend of the Sydney motorsport

scene. He spent four and a half years building his 500 before it made its debut in April 1960 at Silverdale hillclimb, near Warragamba Dam on the south-west fringe of Sydney.

The car was perhaps a typical late-'50s 500, in that it followed what had by then become recognised as conventional mainstream 500 design. It had transverse-leaf



and wishbone suspension at each end, using Fiat wishbones, front uprights and steering-box in a multi-tube chassis. This had some curved-tube Cooper ideas such as Bradnack lugs for suspension brackets, although the chassis itself was an unusual combination of straight and curved tubes.

Front wheels were a variant of the popular 15-inch Ralt design which in this case were unique in having a bolted-on small diameter brake drum, rather than the usual cast-in 8-inch drum. Rear wheels were initially Morris 8/40 wire wheels cut down to 15-inch, later replaced with Ralt rear-pattern wheels although the brakes remained outboard. The car ran for some time with no bodywork, but progressively acquired a Ralt/Lynx fibreglass nose and alloy scuttle and side panels, all painted dark red.

In an article in *Sports Car World* in 1962, Surtees talked of continuous detail development, including three changes to seating position and two changes in the

steering ratio. Photographs also show straight tubes later replaced some of the original curved tubes in the cockpit area, and suggest the springs were stiffened to reduce roll.

From the outset the car ran a speedway JAP and an upright Norton gearbox. Surtees said the engine originally had about 35 bhp, lifted to 45 bhp after modifications by Charlie Ogden. Surtees also talked of huge vibration below 3500 rpm, and such strong torque that the gearbox casing and mounting brackets had to be strengthened. Late in 1962 the car was reported to have had a major engine breakage, but it was otherwise highly reliable.

It was also very competitive, Surtees setting overall fastest time of day at Silverdale on three occasions and repeatedly lowering the under-500cc record, and running a best time over the standing quarter-mile of 16.02. During 1963-64 the Surtees JAP found a serious rival in Brian

Above: Geoff Surtees in the part complete Surtees-JAP possibly in the backyard of Gordon Stewart's workshop. Photo courtesy Jim Robson. Front page: Geoff Surtees on the Silverdale startline. Photo M J Pettigrew. Inset: Roy Gilbert, also at Silverdale.

Schureck's self-built BB Ariel, which had first appeared in 1962 and which was very similar in general concept.

Surtees' last outing with the car was in August 1963, and in October 1963 it appeared with a new owner, Roy Gilbert from the NSW Central Coast. He had a larrikin sense of humour, but he was serious about his hillclimbing and tried to contest all the rounds of the NSW championship series, taking the Surtees JAP to a number of hills where it had not previously appeared. At Silverdale in May 1965 he went off the road and overturned, in what looked like a relatively minor accident. However, to Gilbert's considerable surprise the car's chassis was found to have comprehensively distorted in the accident. It was decided the only solution was to build a complete new chassis, and after just six seasons of competition the career of the Surtees JAP came to an end.

Most of its mechanical components were used in its successor, the Gilbert JAP, which had a Brabham-style straight-tube chassis and appeared in a remarkably short time, having its first run in late October 1965, at Silverdale. This car was followed in 1968 by a second Gilbert JAP which bowed to the inevitable and ran 10-inch wheels.

Although unsprung cars like Dick Shoebridge's 650 Voodoo or the White 500 driven by Tim Schenken were several sec-

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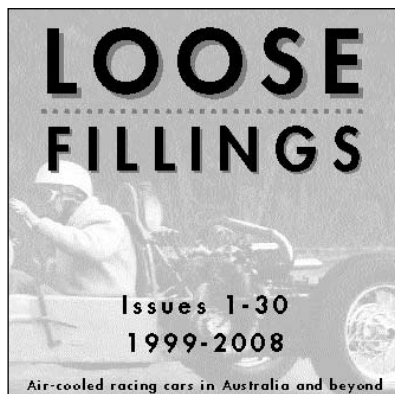
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Noel Martin-Smith, phone 06 875 8235.

- In the UK it's £10 post free from James Holland.
- For Australia and elsewhere, it's \$A20 post free from Garry Simkin.



onds faster up Silverdale, Gilbert refused to consider building a car with no springing, and was vastly proud when the first Gilbert JAP became the only 500cc car with springs to climb Silverdale in under 40 seconds.

The first Gilbert JAP was later given a 1200 VW engine and gearbox, and has since been lost. The second Gilbert JAP is currently offered for sale in our classifieds. Mark Taylor, who wrote hillclimb reports for *Sports Car World* in the 1960s and was a valuable source of detail for this article, remembers seeing the remains of the Surtees JAP chassis on the wall in Roy Gilbert's garage. Geoff Surtees died in 1992, as did Roy Gilbert.

Roy Gilbert's informal way of doing things is illustrated by the following story from sometime crewmember John Wright, who also assisted with this article.

*After some engine work by the legendary Charlie Ogden, Roy re-assembled the Surtees JAP the weekend before a hillclimb and wanted to give it a start. When cousin Cecil arrived, on a Sunday drive from Sydney, Ray thought, "Just the man I need."*

*Roy's backyard was no good, because the wheels just skidded on the grass, so out on the road they go, in a residential street in Long Jetty. Despite many attempts, and Roy's words of encouragement ("Push harder, \*\*\*\*\* you!"), the motor refused to start. By now Cecil was exhausted, and his Sunday-best clothing was dripping wet, so he said to Roy, "No more. You push and I'll drive."*

*Well... Roy always drove it wearing tight-fitting little shoes – Jiffys, I think they were called – because there was very little room around the pedals, so he told Cec to take off his shoes. Cec refused: "I'll be right. No problem."*

*So Roy starts pushing hard, and yells "Drop the clutch!" The motor fires, and down the road towards the intersection goes Cecil, yelling, "My foot's stuck." His big shoes are jammed between the pedals. Roy is yelling "Turn it off," but Cecil can't hear him over the noise of the engine.*

*Across the intersection goes Cec, smashes through the neighbour's wrought-iron gates and crashes into their fibro house. Then there is silence, except for Roy yelling, "You \*\*\*\*\* idiot!"*

*After the dust settles they survey the scene. There is not too much damage to the car, and fortunately the neighbour is away on holidays. So a plan is hatched to repair the damage before they get back.*

*Roy worked on the local council, so the council's boilermaker gets the job of repairing the steel gates, in return for a*

*carton of beer. A brickie mate repairs the brick fence for a similar price, and Roy and his brother buy a sheet of fibro to fix the house. Everything is "as new" except the new fibro is a different colour, so they try to match the paint. They are halfway through the repaint when the neighbour arrives home and they have to 'fess up. So they have a few beers, and they all have a good laugh.*

Graham Howard with John Wright

## EXPERIENCES WITH OILS

Years ago I ran the JBS-Norton on Shell XMO High, which was supposed to be fine with methanol. Maybe it was, but it's a "thin" oil and I had much wear problem in various areas. I then went back to a castor oil, Castrol R40, which was great - no more oil-related wear problems.

However the bean counters at Castrol here deemed "R" to be a slow seller I gather, and it was no longer available, although Derry Greeneklee told me it was still obtainable in SA some time back. I then got on to Shell Advance Racing M, a castor/synthetic oil which is down as SAE 30, but a knowledgeable tech guy at Shell told me some years ago "it's nearer 40, but as it's not really 40 we can't call it that."

This is working well in both Vincent and Norton engines, albeit rather costly. But so are engine problems! If I have done a full race meeting I tend to throw it away, but at other times I drain it out, let it settle then put it back in the container and re-use, with no apparent problems.

Some years ago I left "R" in the Norton for a few weeks, and a combination of methanol, air, moisture etc caused the magnesium half of the crankcases to be eaten away big time, and in fact became a throwaway, but the aluminium, brass, and steel components were fine. So beware if you have magnesium in the engine area (see *Loose Fillings* #7).

I talked to the late John Dymond of Penrite some years ago and he was down on castor based oils, saying modern oils were the way to go. However I beg to differ when it comes to air-cooled methanol engines with roller bearing bottom ends. Castor-based oil tends to stick to surfaces, whereas the mineral oil drained away and left dry surfaces, noticeable upon strip-down of the engine after a problem. Initially I used a Pennzoil competition oil in the Vincent but soon converted to the Shell Advance Racing M.

Castor synthetic oils suitable for methanol burning air-cooled engines are often hard to source. One vendor of Shell

Advance Racing M in Sydney is "The Green Goanna," call John on 02 9897 7551. In South Australia try Peter at Scotcher Petroleum, 08 8262 2200. My Vincent and Norton engines have experienced no problems on Shell. The Morris line of oils is available from Lubricon in Victoria (03 9360 9599) in 30, 40 and 50-weight varieties. Terry Wright uses this brand when competing in the UK with his JAP engines. Also available in Victoria is the Lubrimax Speedway range of oils, call Minh on (03) 9391 1300 or 1300 721 300. Garry Simkin.

## BITS AND PIECES

● Broadford at Easter was such a success it seems certain to become a regular Easter event, with air-cooled cars part of the show amongst the classic bikes. This year's event was the first time since the very early 1960s that Lex Davison's two Australian Hillclimb Championship-winning Coopers – Garry Simkin's Mk4 and Neal Videan's Mk5 – have appeared together.

● The Walkem Vincent, built in Tasmania by Jock Walkem in the mid-1950s and raced with a Manx Norton and later with a Vincent twin, was found and restored for Historic racing by Jeff Hodges in the 1980s and has just been bought by classic motorcycle racer Paul Zahra in Melbourne. Jock Walkem was a successful motorcycle racer on two and three wheels in Tasmania, and had built a Jowett Javelin special before producing this car, which was very nicely made, using wire wheels with wishbone front suspension and swing-axle rear.

Jeff Hodges delivered the Walkem to Melbourne, drove back home to Bomaderry on the NSW south coast, then drove on to Queensland where he bought a 1960s Hillman-engined Nota Clubman which, as well as being ideal for GEAR events, can also be driven on the road.

● The Mk5 Cooper Norton bought by Franc Trento from Don Hall in West Australia has now been bought by two Queenslanders, Martin Ackland and Norman Campbell. Martin Ackland has previously run at Speed on Tweed, and already owns a Swallow Doretti, a Lenham Healey and a straight-eight Stutz Speedster.

● Also finding a new Queensland owner is the mid-'60s Kenner, which Peter Burford has taken over from David Reid. One of several cars built in Victoria by Ron Kenner, it has a Brabham-style chassis with 10-inch wheels. Ian Wells drove it to set national sprint records at Salisbury in South Australia using a Triumph twin.

● New Zealander Max Rutherford recent-

## COMING EVENTS

An early reminder that the annual "air cooled" meeting organised by GEAR – Golden Era Auto Racing – will be at Wakefield Park on Wednesday October 14. GEAR runs low-key track days which do not require CAMS apparel or paperwork, and which deliberately discourage aggressive driving. So these meetings are easy-going and affordable, and for this meeting GEAR will put our sort of cars onto the track together, provided we have enough cars there.

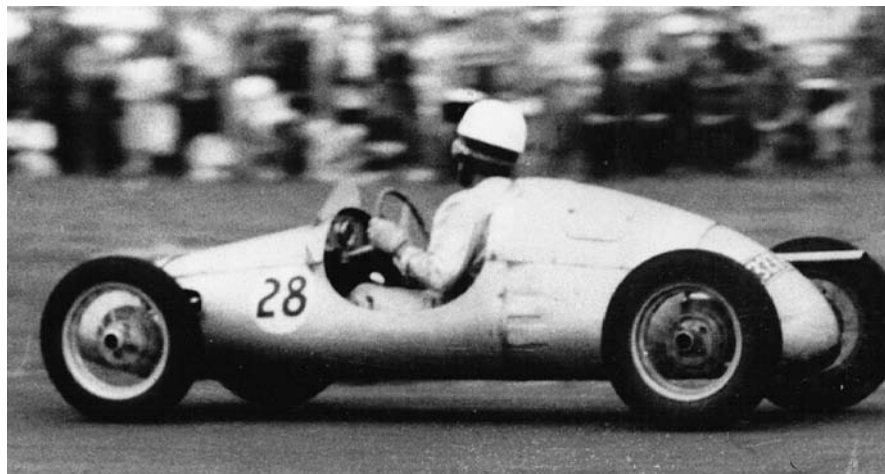
A new event in NSW is a sprint meeting on Cootamundra airstrip, organised by NSW's Vintage Sports Car Club on September 5. Some VSCCA people plan to go on to the air show at Temora the following day. The sprint is for pre-1961 cars, and GEAR has been invited. It will not be necessary to belong to VSCC, or to hold either a CAMS or a Wakefield Park licence. Entry fee is \$50, entries close August 31, more information from John Lackey, 0400 388 859 or [jlackey@oze-mail.com.au](mailto:jlackey@oze-mail.com.au)

In Victoria, the Vintage Sports Car Club is organising another of their very laid-back Rob Roy hillclimbs on August 23, with the now-traditional "air cooled corner" available for our cars. Contact John Coffin for details – 03 9802 1066. Victorian Historic Racing Register will run a hillclimb at the purpose-built Haunted Hills course near Morwell on October 4. This is a 'climb which suits our cars. Again, more details from John.

At the end of the year, on November 29, MG CC will again run Historic Rob Roy, which always gets a strong roll-up of Victorian air-cooled cars and is in fact the showpiece for our cars in that state. In return, the MG club looks after our cars very well. It would be good to see some interstate representation! More details from John Coffin.

## FOUR WHEELS AT BROADFORD

What a wonderful weekend we had at Broadford! The weather was magnificent and above all else the track was perfect for historic air-cooled cars. Lap distance is approximately 2.3 km, and some people say this track, near Seymour in Victoria, is a miniature Bathurst/Wakefield Park/Winton all in together. We had five cars in attendance, namely Neal Videan, Garry Simkin, David Palstra, Graeme Noonan and myself. Motorcycling Australia had Peter Drakeford as the event coordinator, and he did a marvellous job organising our pit area, paperwork etc, and the marshals and



ly spent three days in Sydney measuring and photographing Garry Simkin's ex-NZ JBS to assist with the project in which Max and fellow New Zealander Laurie Callender are restoring the remains of two other JBS 500s imported to NZ in the 1950s and later dismantled. Laurie Callender has been chasing past history on these two cars and has already received very useful information from expat historian David McKinney about the car that went to Laurie's father, Johnny Callender.

- Former New Zealand JBS racer Johnny Scurrah died recently in Queensland, aged 81. The remains of the JBS he raced form the basis of one of the cars now being restored.

Peter Ward, one of at least eight owners of JBS52/1 seen here at Ohakea, New Zealand. This car was later raced by John Scurrah and is now being restored by Max Rutherford. Photo courtesy Garry Simkin.

- Terry and Raewyn Perkins recently took delivery of the original driving seat from their Scarab. Until a few months ago the seat had been used by a former owner of the Scarab, Bill Boldiston in Leura, in his 1920s Amilcar. The seat became available when he converted the Amilcar to have a two-person bench seat; previously the passenger space was occupied by a small wine rack.

- Oran Park's final historic race meeting, organised by the Historic Sports & Racing Car Association in June, gave *Loose Fillings* publisher Garry Simkin a chance to lower the 500cc lap record with his JBS, and he now holds it for all time at 1min. 33.9037 secs.

- Kevin Shearer was rewarded for trailing his 500cc JAP special all the way from Adelaide to Winton in May by finding many answers about the car's missing history after meeting the man who originally raced it in the early 1960s, Brian Pentland. In the early 1960s Pentland had already built another 500, the BJP 500 which is now owned by Keith Roberts. Brian Pentland told Kevin he took over a semi-completed project from a Melbourne enthusiast (name now forgotten), and copied some of the car's detail from Alan Staton's BRM, and also used one of Staton's own rear disc brake calipers. The car's very distinctive cast aluminium wheels came from someone in Melbourne associated with the Austin 7 club, the fibreglass nose was made by Garrie Cooper in Adelaide from an existing Cooper nose, and the original engine was an Alfin-barrel JAP. The car was raced at Winton in 1963, and called the Pentland JAP.

## THE LOG

April 1, Wakefield Park, GEAR - Terry Perkins, Scarab Triumph 650, completed every session

April 11-12, Mallala, historic racing - Derry Greeneklee, Mk9 Cooper JAP 1100 (won three races, although he wouldn't think to tell *Loose Fillings*)

April 11-12 Broadford, Victoria - John Coffin, Robbins BSA; Graeme Noonan, Mk7 Cooper Norton; David Palstra, Newbounds BSA; Garry Simkin, Mk4 Cooper Vincent; Neal Videan, Mk5 Cooper Irving

April 23 - Eastern Creek - Garry Simkin, Cooper Mk4 Vincent testing

May 6 - Oran Park, GEAR day - Mike Bendeich, JMW CZ150

May 30-31 - Mt Coot-tha, sprints - John Lennon, Bowman JAP; David Reid, Cooper Mk3 JAP

May 30-31 - Winton historic races - Derry Greeneklee, Mk9 Cooper JAP 1100 (two wins and a third in a handicap); Kevin Shearer, JAP 500

June 27-28 - Oran Park, historic races - Andrew Halliday, Cooper Mk5 Norton, Garry Simkin, JBS Norton

other volunteers all helped to make the event a huge success.

We were given four sessions of track time, each of 15 minutes, and we did not do the last session on Sunday because the drivers had simply had enough. Very shortly after the event we received a verbal invite to appear next year, as the organisers were impressed with our cars (and the drivers did a good job). Next time, I hope, there will be no competition from other events at the same time to prevent interstate cars from appearing.

I can only say that Peter Drakeford, right from our first contact nearly a year ago, was nothing less than an absolute joy to work with. He was very professional in all aspects and bent over backwards to assist in any way he could. We in turn of course drove accordingly and kept the cars on the track, although we suffered a couple of minor breakdowns. From all accounts the drivers have got the bug, so to speak, and are keen to appear next year.

Over the weekend a gentleman come up to say that he had driven the Robbins while it was owned by Vic Robbins in the early days, and the husband of a niece of Vic's also spoke to me. I will be catching up with them at Rob Roy later in the year.

John Coffin

## HISTORIC CARS AT THE NATIONAL SPORTS MUSEUM

Victoria's Historic Racing Register was approached by the project manager of the National Sports Museum in the Melbourne Cricket Ground complex to display historic racing cars on the concourse adjacent to the museum over the weekend of June 20-21, there being no football over that weekend. I believe this resulted from the manager's visit to Philip Island historic races in March, where he was very impressed with the variety of cars.

Not being backward, I approached the President of VHRR to see if air cooled cars were appropriate for this display and of course they were, so there were two cars on display for the weekend, David Palstra's Newbound 500 and my Robbins 500. Saturday was very cold and few visitors attended, but on Sunday our two cars were put inside (much better!) and drew a lot of interest.

Other cars on display included several of Bill Hemming's Elfins, Nigel Tait's Repco Match SR4, Gary Ball's D type replica and two MGs from Graham Steinfort. I don't remember all the other cars - about 22 in total - but it was a good display, and this may be the start of other car displays at a later date.

John Coffin

## MAY ROB ROY

Typical of Melbourne at any time of year, the weather was fantastic for this event. On the Saturday prior I ventured up to the hill to make sure that all was OK. It was better than picture perfect, it was absolutely magnificent. Five cars wanted to run, but Graeme Noonan and Lindsay Urquhart couldn't make it so space was reduced to accommodate only three cars (so we still had quality even if not quantity) and the banners and the Penrite flag were duly positioned in what is now known as Air Cooled Corner.

Sunday proved to be another pleasant day although at 7am the temperature was only 5 degrees and times might have been slightly faster on a warmer surface. All our cars performed well, Neal Videan (Cooper Irving, 29.20) and I (Robbins 500, 30.49) getting our best times on our last runs, and David Palstra setting his best time (32.76) on his first run. The Robbins should get back under 30 when pressures for new rear tyres are sorted out.

## ASHLEY COWAN TROPHY - JOHN COFFIN

John Coffin was presented with the Ashley Cowan trophy during the Easter Broadford weekend (below, right, with Garry Simkin, and in the Robbins BSA).

This trophy is awarded annually by the Historic Sports & Racing Car Association for best performance by the driver of an air-cooled car. The award recognised John's "best performance" work as the flag-bearer for the aircooled revival in Victoria.

Photos by Peter Addison and Gary Hill.



## 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 Don Biggar, 07 3889 7188

**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:** 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 Service & Overhaul Manual (L. Neill); AJS and Matchless post-war models (Roy Bacon, Osprey); AJS, History of a great motor cycle (Gregor Grant, forward by John Surtees) Australian Motor Cycle Heroes, 1949-1989 (Cox and Hagon); Ducati Motorcycles (Alan Cathcart); Ducati Untold Stories (Alan Cathcart); Ducati workshop manual, models 160, 250, 350, 450 through 1974 (Clymer); Ducati Singles (Mick Walker, Osprey); BSA Gold Star workshop manual (Bruce Wayne-Smith); MV Agusta motorcycles. (Peter Carrick, foreword by J.Surtees); History of Motorcycles (Orbis, London, foreword B.Sheene); Vincent Riders Handbook, Black Lightning, Black Shadow and Rapide (Harper Engines Ltd., Stevenage); Velocette Service manual, Viper, Venom, MSS, Clubman, Thruxton (Velocette Motorcycle Co.); The First Norton Knocker Scene (photographs; all years, SOHC & DOHC, Bruce Wayne-Smith); also magazines: Classic Racer, etc Phone for details - Peter Molloy, 02 4341 0679.

**For sale:** Air-cooled trailer ex Walton-JAP \$1250. Please email tsrwright@gmail.com for more information - available October.

## THE 'COOPERLOG' - COOPERS IN ASIA, AUSTRALASIA, AND, (COMING SOON) AFRICA

Sometimes frustrated at not knowing how the V-twin-engined cars fitted into the broader Cooper picture, about a year ago I started to catalogue all known Australia and New Zealand Coopers.

First I drew up a global picture thanks to F3/FJ historian Duncan Rabagliati who generously gave me access to his own records at his home in London. Arraying all the known surviving Cooper car numbers in a table and filling in the blanks (there would be very few in-between cars not made), I arrived at the following approximate annual production figures:

1948	About 20 cars
1949	About 30 cars
1950	About 30 cars
1951	About 60, including 9 'long chassis' cars
1952	About 30, including 3 'long' chassis' cars
1953	About 20, including 5 long chassis cars
1954	About 40, with long chassis not identified any more
1955	About 30 cars
1956	About 20 cars
1957	About 20 cars
1958/9	About 10 cars

Of the total production of over 300 air-cooled cars, some 200 survive more or less complete with about 150 claiming a Cooper Car Company car number either through a surviving chassis plate or other knowledge.

Next, I summarised the chains-of-ownership of the Australian and New Zealand cars, mainly drawing on the knowledge of David Rapley, Graham Howard, Kerry Smith and Max Fisher. About 40 cars, singles and twins, came to Australia and New Zealand when new or nearly new. A few more cars came out in recent years and some have left too - for the UK, Japan and America. Also now 'in-the-frame' are Malaya, Ceylon, India, South Africa and Kenya.

I'll publish more on all this in due course but some discoveries can be shared with *Loose Fillings* readers now: this one started with Graham Howard spotting the following news item in the August 1952 edition of *Iota* the 500 club magazine:

*"Mr Arnold Stafford of New Zealand writes:-....last year whilst in England I purchased the ex-Winterbottom Cooper (then a 1,000cc Vincent job) but after breaking a con-rod I fitted a double knock-er Norton."*

As chance would have it, I had recently



Top: Winterbottom in the Isle of Man 1949. Klementaski photo courtesy Brian Greenfield. Bottom: Either Stafford or (later) one of the Avery brothers racing the ex Winterbottom car at Ohakea. Photo courtesy Garry Simkin.

found an autographed photo of Winterbottom, in the Isle of Man Manx Cup race of May 1949, in Phil Irving's papers now owned by Brian Greenfield.

Then a photo of the car at a Ohakea race in New Zealand turned up. Here it was probably Norton powered but the Vincent engine's bulge for the front cylinder carburettor and the access hole for the clutch are clearly visible. The car is understood to be still in New Zealand, owned by Chris North, and is JAP twin powered.

Eric Winterbottom was one of a small number of drivers who ordered 1949 Coopers with a Vincent rather than a JAP twin for events where 1100cc capacity was eligible. At the time *The Autocar* noted:

*"Among Cooper Thousand enthusiasts, rivalry between the JAP and Vincent-HRD factions is warm, but the Vincents ... have hardly had time to get into their stride".*

The Vincent factory records tell us that George Abecassis had the first one and that they were also built for George Hartwell and Pat Ferguson Other's were reported to have been Vincent powered in 1950 but it is not recorded that any more Vincent cars were made after 1949 other than the

engine-less car supplied in 1950 to John Snow for Tony McAlpine to fit a Vincent in Australia.

The Ferguson engine (and presumably the car too) went to John Green then Bill Whitehouse and ended up in Ceylon. The engine survives back in the UK but nothing is known of the car. The Abecassis car was up for sale in America a few years ago and is believed to have gone to the UK.

The Winterbottom engine was rebuilt several times by the works and new crankcases supplied with the same number. The engine was eventually built into a reproduction Black Lightning motorcycle which was auctioned but not sold by Bonhams in 2007.

Eric Winterbottom was sadly killed driving a Fraser-Nash in the Dundrod TT in September 1951.

Terry Wright

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