

THE AUSPER STORY.

--- Promise Unfulfilled.

By Vernon Williamson, Scotland and Dick Willis, Australia.

The authors would like to thank the many people who have helped to research and compile this history.



This revision is different from the others to two ways. Firstly the cars are now referred to by the original owner names as the ongoing research has proved that the chassis numbers system was inaccurate and continuing it would have caused confusion. Secondly the histories are only given if the written documentary evidence is corroborated with photographic evidence. If both sources are not available then "probably" is used. We now know that the Tomahawk, the Willis car and the car raced by Steve Ouvaroff for the first part of 1961 are one and the same "see photos later" so we will stay with the name of Tomahawk or Willis car.

The following is a summary of the best information available from extensive research in the UK, USA and Australia over the years but is of course subject to the receipt of additional new information should any become available. There are, of course, a few unanswered questions remaining and many of the original sources are disappearing, but we have uncovered a mountain of previously unpublished information over the years so we are hopeful that these unanswered questions will, one day, be answered.

All copyrights acknowledged.

Index

Background	3
Driving the Ausper by Dick Willis	9
Ausper Timeline	10
1960	10
Tomahawk - Ausper FJ/MkI/01 (The Jopp car, The Willis Car)	10
The Whitehead car – Ausper FJ/MkII/02	10
1961	11
Tomahawk – (Ausper) FJ/MkI/01 (The Willis car)	11
The Works demonstrator FJ/MkIII/03	11
1962	11
The Pike car FJ/MkIII/04	11
MkIV Chassis	12
FJ/MkIV/05 Chassis	12
FJ/MkIV/06 Chassis	12
FJ/MkIV/07 Chassis	12
1965	12
FJ/MkIV/?? Chassis – Murlap – The Lapham Car	12
FJ/MkIII/?? – Murlap - The Murphy car	12
Summary	13
Period publicity shots taken by a local photographic studio	14
Appendixes	17
Appendix 1 Alan Putt's History	18
Appendix 2 Peter Jopp letter 1960	22
Appendix 3 CCoA letter and specification for MkIII	24
Appendix 4 FJ/MkI/01 Tomahawk distinguishing marks	27
Chassis shortening	28
The “hump”	30
The Tomahawk chassis 2008	30
The Tomahawk as the 1961 works car	33
Appendix 5 FJ/MkII/02 The Whitehead car distinguishing marks	35
Chassis March 2008	35
Appendix 6 The 1961 Works car distinguishing marks	37
The Works car in 1961	40
Appendix 7 The MkIII Murlap "Murphy" car distinguishing marks	42
Appendix 8 Ausper's in Magazines	46
Appendix 9 Ausper's in Books	48
Appendix 10 Ausper Individual Histories	49
The Tomahawk FJ/MkI/01	49
The Whitehead Car FJ/MkII/02	51
1961 MkIII Works car FJ/MkIII/03 (DCPR T3.03)	54
The Pike Car FJ/MkIII/04 (DCPR T3.04)	56
1962 MkIV Works Car FJ/MkIV/05	57
The Brian Gubby Car FJ/MkIV/06	60
1962 MkIV John Ampt car FJ/MkIV/07	62
The MkIII Murlap (Murphy) car FJ/MkIII/08 (DCPR T3.05)	64
The MkIV Murlap (Lapham) car FJ/MkIV/09	66
Appendix 11 Results (16 th April 2008)	68
Appendix 12 Chassis Numbering	70
Current owners	70
Appendix 13 The end - cars for sale	71
Appendix 14 Tom Hawkes letter to Ed Flannery	72
Appendix 15 Martin Cowell letter 5 th June 1996	73

Background

Tom Hawkes hailed from Geelong Victoria Australia and his family had started the first hardware business in Geelong in 1853, Tom was a notable personality in Australian motor racing in the 1950's, owning at various times such formidable cars as the first Lago Talbot to come to Australia, which later won two Australian Grand Prix in the hands of Doug Whiteford, a Cooper JAP Mk V, an Allard J2, and the Cooper Bristol formerly raced by Jack Brabham. Tom's, not Thomas, nickname in Australia was "Happy" Hawkes, as he had apparently always possessed a dour disposition.

In 1959 Tom journeyed to the UK with the intention of studying racing car design, but soon decided to build some cars for the emerging Formula Junior category which used production car based components including either a 1000cc or an 1100cc engine (with differing minimum weight limits) in an effort to encourage relatively low cost racing. Most of the cars racing in the category at that time were front engined, however Tom Hawkes could envisage the potential of the rear engined designs as used by Cooper and Lotus in their Formula 1 and 2 cars.

He was soon joined in his enterprise by friend Adrian Gundlach from Australia and together they planned a car with which to participate in Formula Junior. They set up premises in a small lock up in London and were initially known as "Performance Cars of Australia" with the cars to be known as "Tomahawk's", but this was soon changed to "Competition Cars of Australia Ltd" (the company registered number was 688912) and the cars "Ausper". The first car was completed late in 1960 and featured a rear mounted BMC engine coupled to a VW gearbox, 15 inch Cooper type magnesium alloy wheels, a space frame chassis in which the drive shafts from the gearbox to the wheels also doubled as the top link for the rear suspension, and clothed in a very attractive alloy body, somewhat in the likeness of a Cooper, by coachbuilders Williams and Pritchard of London. The car was very well finished and their Australian heritage was reflected in the Ausper badge, a bounding kangaroo with a backdrop of the stars of the Southern Cross, which of course are a feature of the Australian flag.

Performance Cars of Australia's competition debut as the Tomahawk was made in August 1960 with the car driven by Peter Jopp at Brands Hatch where it finished 24th. Initially the Tomahawk was fitted with a BMC engine but later in 1961 with a Ford.

Rhodesian, Gordon Littleford went to the UK in 1962 to gain overseas experience and found a job with CCoA. He took a basic salary with the promise of a new MkIV Ausper when he returned to Rhodesia, but the car never arrived. Eventually he returned to the UK to pursue its fate, but found that "his" car had been sold (to John Ampt an Australian). After a heated "discussion" Gordon ended up owning the Tomahawk car plus a cash difference. The car had been updated and had been raced by Australian Steve Ouvaroff, the works driver in 1961. The Tomahawk had an earlier chassis with considerable differences to the "Whitehead" car, (see appendix 5) although the body was similar to the Whitehead car the top "hump" was much flatter. The car can also be identified by chassis alterations made to fit the lanky Ouvaroff. The chassis was cut in half just to the rear of the front bulkhead near the roll bar attachment and four inches were inserted in to the chassis tubes, the body was also lengthened (see later), although it was returned to standard, presumably before going to Rhodesia, the evidence of the chassis being cut and rejoined is still plainly visible, as is a join across the upper body panel. These alterations positively identify this car as being driven by Steve Ouvaroff. Although the car was run as an Ausper MkIII in 1961 for clarity it will still be referred to as the Tomahawk.

The Tomahawk arrived in Rhodesia late in 1963 but by this time Gordon was racing the ex Yeoman Credit Cooper Climax Type 53, so the Tomahawk was sold to prominent car and motorcycle photographer, Mike Wesson. It was then fitted with a 1500cc Alfa Romeo twin cam engine, Hewland gearbox and painted cream with a green stripe and raced consistently with reasonable success until the late 1960's, competing for example in the 1964 Rhodesian Grand Prix at Kumalo, but this was very much an amateur effort. Mike Wesson on being advised of the restoration of his Tomahawk was very surprised to learn that someone in a far away country (Australia) had restored the car he had regarded as obsolete almost forty years beforehand. Mike eventually swapped the Tomahawk with Norman Moss for a Triumph TR4. Norman only raced the Tomahawk a few times.

Sports/Racing car enthusiast, Dave Pinder-Brown acquired the Tomahawk with the view of converting it to a sports car but thankfully this plan did not materialise. John Amm bought the car in the late 1980's and took it with him when he migrated from Rhodesia to Cape Town, but by this time the once proud racer was but a sadly neglected shell of its former self. Former Rhodesian and Historic racing enthusiast, now resident in Australia, Ivan Glasby rescued the Tomahawk and brought it to Australia, as he had done with many other racing cars which had found their way to Rhodesia and South Africa. This was in 1995 and with the intention of restoring it, Ivan proceeded to accumulate as many of the missing parts as possible, meanwhile the Tomahawk found a familiar resting place, the loft above Ivan's workshop!

In June 2001, Coffs Harbour enthusiast, Dick Willis rescued the Tomahawk and immediately set about restoring this significant car to its former glory with a view to competing in the re-emerging Historic Formula Junior category. Being a rare car and having many of its mechanical components missing, it was quite difficult to visualise how it was originally built, but some articles in Australian motor magazines published in 1961 were of great assistance with some excellent pictures of the car with its bodywork removed. Much fabrication and machine work was required to re-create the fixed rear driveshaft assemblies, a fresh Ford 105E engine was built tuned to produce in excess of 120 BHP and expert craftsmen repaired the alloy body. Stripping the paint off revealed that the Tomahawk had been painted a multitude of colours during its career. A high standard of authenticity was insisted on during the restoration to comply with Australia's stringent Historic racing regulations, which insist on originality.

A car known as a FJ/MkII/02 was sold to Laurie Whitehead of Australia who had risen to fame in the late 1950's by winning one of the round Australia trials driving a Volkswagen. The Ausper arrived in time to make its Australian debut at Phillip Island on 1st January 1961 and was then raced consistently mainly at Victorian circuits although they did journey to Bathurst for the Easter, 1961 meeting and to South Australia for the 1961 Australian Grand Prix at Mallala where it failed to finish. After being sold in 1963 to Max Paterson who raced it mainly in Victoria it then passed to Don Hall of Western Australia who raced it quite extensively his best result being a second place in the 1967 Western Australian Road Racing Championships. The Ausper by then had a Lotus Ford twin cam motor and lowered rear bodyline.

For the 1961 season the "MkIII" Ausper was produced which featured a more advanced chassis with "Lotus" type diaphragm sections at the nose, dash and seat bulkhead although these in practice proved difficult to fabricate creating two different chassis styles the prototype and two Lister production chassis. A VW gearbox was used initially however this became a Renault Dauphine gearbox later as more ratios were available. The one design point of note or flair was the top link which Colin Chapman himself admitted to copying. The "works" driver, Steve Ouvaroff had had some experience racing in Queensland, driving among other cars, the ex Lex Davison P3 Alfa under the pseudonym "Steve Ames", and then in the UK driving a Cooper Climax. Period photos demonstrate that he was a real "presseronner" in the Ausper. Although he did have some success, the works Lotuses were dominant with top line drivers on their team and the latest Cosworth engine tweaks, the cost of trying to compete with the very best cars and drivers of the period who had much better resources than the little Australian team (advertising sponsorship was something that would not be allowed until much later in the decade) was beginning to tell. The original intentions that Formula Junior would be a low cost form of racing because of its use of production components did not materialise as teams were forced to use expensive internal components in the engines and gearboxes to be able to keep pace with the opposition and these factors eventually contributed to the demise of the formula. The sales of completed cars by Ausper were quite meager and certainly not of the scale originally envisaged.

The 1961 Works car was then sold to Antony "Bubbles" Horsley and then passed through several owners who raced it in a different configuration, including sand racing in Jersey until it was rescued and restored in 1985 for Historic Racing by Rodney Tolhurst the car usually being driven by Roy Drew. John Ferris bought it in 1997 also preferring to have others drive it. In April 2004, Vernon Williamson of Scotland became the owner and embarked on a most ambitious program of contacting past and present owners attempting to trace the histories of all the Ausper's built the fruits of his efforts resulting in the comprehensive histories related on these pages.

The Pike MkIII car is in Texas USA and is being restored with a Ford V8 engine with which it was fitted in 1965, winning the West Coast Formula A Championships the following year. Originally it was bought as a kit for £1000 and built at the Ausper works by American Roy Pike who had gone to the UK with his life savings for a season of FJ racing, contesting around twelve events in the 1962 season. He sold the car at the end of the year to William Webb of Arizona who competed in West Coast FJ events before the car was wrecked in a racing accident leading to its rebuild with the Buick V8 engine, a rather dramatic change of motive power for a car originally designed for 1000cc's!

The 1962 Type 4 car was rather more advanced again very low in appearance with a reclining driving position the springing medium being rubber cones as in a Mini. The rubber cones were softened by freezing in dry ice over night then drilling holes in them. John Ampt advises that by using this method it was like drilling wood. The Ford engine was inclined in the chassis, some at 75 degrees for the Works car and at 30 degrees for the others, the former having downdraught carburetors, The inclined engines were said to have been developed by Cosworth for Lotus who believed their installation would have proved too costly so the project was then sold to Ausper. The 75 degree engine car is featured in Bernard Cowdrey's book, "Formula Junior, the Complete A-Z".

One of the 1962 works cars (405) with 75 degree engines was originally driven by John Rhodes, who had some early success at Silverstone in May, and then, later in the month winning a major FJ race in the wet at Brands Hatch. This fact alone indicates that the MkIV's with their rubber suspension medium must have been good handlers, particularly in the wet. One of the 1962 works cars (405) (75 degree engine and Collotti-Francis gearbox) was then bought by Peter Carpenter who raced it mainly on the continent before shipping it home to the USA. After several owners who did not race it, Clark Hine of New York rescued it in a dismantled condition, having a massive (\$150,000.00) restoration carried out by Paradise Motorsport of Illinois in the US in 1991. Recently it has been acquired by Grant Wilson of the UK then sold to David Methley, Will stone then Vernon Williamson.

One of these MkIV 07 chassis, with a 30 degree engine went to Australia and was raced very successfully, first in the UK and then in Australia in Formula Junior by Victorian John Ampt, and later by Victorian Andy McGregor who widely advertised it for sale in 1967/68, but nothing had been heard of the car until, in 2004, Andy McGregor was located back in the UK and we discovered he had sold it in 1972 to Mike Stevens of Huddersfield UK. It is now thought to have since been dismantled. John Ampt had the choice of both engine layouts and opted for the 30 degree setup, after testing them both at Zandvoort the works car also having a Collotti-Francis gearbox, a rather exotic piece of work with a bank of external oil feed pipes to spray jets of oil onto the fragile gears, it used a Renault casing. It is easy to identify the John Ampt MkIV chassis as John Ampt crashed the car at Abbey corner Silverstone badly damaging the car. When the chassis was rebuilt by "Tom the Weld" (Roy Thomas) the diagonal tube on both sides of the cockpit area were increased in size to the same diameter as the top and bottom rails. John Ampt also advises that this cured the tramp the car suffered from in high speed corners.

Another MkIV chassis with 30 degree engine was owned and raced by Jill and Martin Carter in the UK, it was claimed to be driven by Brian Gubby who actually purchased it from the works and raced it in 1963, including the FJ event at Monaco. Several subsequent owners included John Fossey of Jersey who had fitted a supercharged Rover V8 engine and raced it on the Island's beaches, a sad fate for such a great car. Martin Cowell in the UK bought the car in 1995 and commenced restoration selling it to the Carters in 2002 and they completed the restoration. Since then they have become regular competitors in Historic FJ races in the UK and on the Continent and in 2006 sold the car to Roger Woodbridge.

The MkIV's, however were regarded as being somewhat fragile in their chassis construction and could not be regarded as a resounding success - in 1962 with only a few cars built compared to hundreds of Lotus and many Brabhams, Coopers, Elvas etc CCoA went into receivership. Future plans to build a Formula One Ausper for the then 1500cc Formula One series failed to materialise when the proposed power plant, the South Australian built Clisby V6 didn't make it past the prototype stage, Ausper then quietly faded away not having achieved the ambitions of its creators. The Ampt car was in Australia and racing at Winton in December 1962, and the works car which had been sold to Peter Carpenter was in his hands as early as July 1962 and testing at Modena Autodrome in Italy, being painted in the US racing colours of blue and white. One promising show of strength was at Silverstone on July 14th, 1962 three MkIV Auspers were entered to be driven by Ampt, Gubby and Rhodes but Rhodes in fact drove an Alexis in the event. All very confusing, as from above one the works cars was already in Carpenters hands and painted his colours in July 1962 – probably why only two actually ran. Roy Pike also had his MkIII entered for this event.

Two final "Ausper" were built in approximately 1965 by G E Murphy a MkIII chassis who called the car a Murlap as his friend B G Lapham had bought a MkIV chassis at the same time also see appendix 15 Martin Cowell's letter. These MkIII cars were different from all the other MkIIIs in that Murphy fitted the suspension upside down compared to the original cars. This car was restored by Peter Denty in 1977/78 and exported to the USA in 1982, and raced there in Historic events owned and driven by Marvin Primack of Chicago. The car was sold in 2006 to Alex Morton. The chassis is one of the two production chassis with the top chassis tubes in the same location (outside the diaphragms) as are those on the Pike car and when compared to period photographs of the Works car clearly show it was not the same car. Interestingly these production chassis do not appear to have the same strength as the prototype as reflected in Tom Hawkes letter to Ed Flannery appendix 14.

After the demise of Auspers, (receivership was completed on 3rd July 1964) Adrian Gundlach took up a senior position with Rolls Royce in Thailand, never residing again in Australia and finally died there in the mid 1990's. Stephen Ouvaroff for many years had a business in the UK selling imported American cars.

During his stay in the UK Tom Hawkes was beaten up by a street gang in London and spent some time in a navy hospital in Portsmouth suffering from brain damage. From discussion with his sister it is unclear whether this happened before or after the demise of Auspers but he was, at one stage, located in basic first floor accommodation where he lowered a basket down to get his milk etc. delivered and he did not venture out. His mother eventually brought him back to Australia having settled his debts relating to Competition Cars of Australia Ltd. Interestingly Tom's grandfather had been responsible for the excavation of the channel from Corio Bay into Geelong harbour to allow the ships from Britain to arrive direct with their supplies instead of going to Melbourne and then being freighted down to Geelong. Tom eventually moved to North Queensland where he died on June 13th, 2001 from cancer, aged 78. By an amazing coincidence, only a few days after Tom's death, and being totally unaware of it, Dick Willis acquired the remains of the MkI car and eventually brought it back to life. The cars live on even though the creators are gone. After Tom's death his sister disposed of his belongings keeping an occasional item but filling six wheelie bins with his paperwork etc. thereby ending whatever connection Tom still had to his Ausper experience.

The pioneering efforts of Australian Tom Hawkes and his small team and their attempts to take on the British Formula Junior "Establishment" some forty years ago are today being perpetuated by a small group of enthusiastic owners, in distant continents, dedicated to the preservation of the remaining Ausper's and to try and ensure that the work of the Ausper's creators was not in vain.

Driving the Ausper by Dick Willis

So, what's the car like to drive? In a few words, a very predictable and reassuring handling car. Not having driven any other Formula Juniors my experience is necessarily limited, but I have had the benefit of driving quite a few other open wheelers from the late fifties to the early seventies periods and the Ausper stacks up very well.

The level of grip is quite surprising and the drum brakes stop the car very effectively, given that the terminal speeds between corners is not particularly high because of the limited engine power. This lack of outright "grunt" is to me the worst feature of the car, but one must bear in mind the purpose for which it was originally designed, and the parameters to which it had to, and still does have to conform. Although the engine probably produces more power today than that with which it was fitted in 1961, this has come at the expense of low down power, opening the throttle widely at anything under 5000rpm almost causes the engine to stall, so it is most essential to keep it on the boil, which isn't too hard to do once rolling, as long as you don't get baulked in a corner. Once in its power band from 6000rpm onwards the little engine seems to want to rev on to infinity being only limited by the 9500 rpm rev limiter, and, with its close ratio gearbox it is not too difficult to keep within the power band, however it gains revs rather giving one a huge jolt in the back under acceleration.

For the same reason it is impossible to drift the car, not having a sufficient surplus of power over grip, but it just seems to want to go around any corner at seemingly impossible speeds. The lack of a limited slip diff is no handicap as the inside rear wheel seems to be firmly anchored to the road, and again, the lack of torque deems it unnecessary.

The seating is old style upright as opposed to the lay down type in Lotus, Brabham's etc. which I find take some getting used to. Once installed everything is comfortably at hand, but anyone taller than my 5' 9" (175cm) would have some trouble fitting in, no wonder they had to lengthen the chassis by 4" (100mm) for Steve Ouvaroff who was well over six feet tall.

Ausper Timeline

The following is the probable time line of Competition Car of Australia Limited (CCoA) from the history by Alan Putt, Barry Baker an employee of CCoA and Duncan Rabagliati (DCPR), the period magazines and photographs. Where there is a strong probability this is mentioned as a probability not a fact! Any known serial number is given and the cars are presented in the order that the history can at present prove the cars appeared. The car names are not relevant other than as a means of identification.

1960

Tomahawk - Ausper FJ/MkI/01 (The Jopp car, The Willis Car)

The car is listed in two magazines Motor Racing December 1960 page 424 and Autosport of 30th December 1960 page 924 as the Tomahawk. The results on Formula2.net list the car as first racing on the 27th August 1960 at Brands Hatch. All listings have the car fitted with a BMC Downton engine. Motor Racing December 1960 page 424 shows the car at Brands Hatch on the 16th October 1960. There is no top rear link. It has also been said the car came 7th at Brands Hatch on the 9th October 1960 driven by Peter Jopp although no record has been found of this race. Barry Baker states Jopp was not able to pay for the car so it remained the property of CCoA. Jopp owned the engine a BMC engine which was in his previous car.

The Whitehead car – Ausper FJ/MkII/02

The car is detailed in Cars Illustrated of January 1961 page 222 and Australian Motorsport of April 1961 page 138. The car has no top rear link. The car was fitted with a Ford engine. The car arrived in Australia around Christmas 1960. The first race for this car is at the Philip Island meeting in Australia on the 1st January 1961 where it was listed as chassis number MkII02. To race on the 1st January 1961 the car would have been shipped from the UK some weeks previously probably late October early November. CAMS the Australian racing authority list chassis numbers at each race and the chassis number was listed throughout its career. The history of the car is continuous and the car still has the same chassis number plate fitted. The car remains in Victoria Australia with Norman Almond. The Tomahawk chassis and the Whitehead chassis look externally similar but the progression in development can be seen with extra bracing.

1961

Tomahawk – (Ausper) FJ/MkI/01 (The Willis car)

This is the car now with Dick Willis. The car meets the Roy Thomas description in that it has the lengthened chassis and body (see pictures later). As stated by Mike Wesson the chassis was heavily modified at the rear so the original style is lost. It is probable that this is the car pictured as driven by Stephen Ouvaroff at Crystal Palace in May 1961. The photograph is not clear enough to be certain but it appears there is no rear top link. Stephen Ouvaroff is certainly too big for the car and the “hump” is wider than later cars. Later photos show Stephen Ouvaroff sitting lower in a car but still with the wide “hump”.

The Works demonstrator FJ/MkIII/03

This is the car now with Vernon Williamson. It is probably the car in Motor Clubman and Special Builder March 1961. The car is shown Autosport 15th December 1961 page 818. In this article it is easy to see the side fixings, rear diaphragm and the top chassis rails (inside the diaphragm) which are a feature unique to this car. The car has a duct by the time the pictures in Autosport 15th December 1961 page 818 were taken. It is probable that this car was raced by Steve Ouvaroff or Peter Jopp at Reims on the 2nd July 1961 and at Silverstone on 8th July 1961 as two cars competed in both events the other car would be the Tomahawk. Steve Ouvaroff states he never drove the car but this would appear to be incorrect as the photographic evidence from the period photos show Steve Ouvaroff in different cars some with a wide “hump”, some with a narrow “hump”. According to Roy Pike's email a car lay unused in 1962 and was then sold to Antony "Bubbles" Horsley. The pictures of the two cars agree. It is claimed Roy Thomas widened the cockpit of a car. This widening was probably by the removal of the large gear change linkage. The car is shown in the picture of Piers Courage on page 65 of the book Piers Courage. The car started life with a VW gearbox then had a Renault Daphne gearbox fitted before an early Mk4 Hewland gearbox was fitted in place of the Renault gearbox. The car still has an early 1963 Mk4 Hewland fitted. The car then went to Jersey as a sand racer before it was restored by Alan Bailey as a Formula Junior and later raced at Goodwood by Brett Francis. The chassis number is not certain but this keeps the sequence correct.

1962

The Pike car FJ/MkIII/04

The car has a continuous history from 1962. It is mentioned in the article by Roy Pike in June 1966 page 42 Road and Track as being a kit and that he bought for £1000. Barry Baker has confirmed he helped assemble the car from a kit in early 1962. The car has longer top rear radius rods. The car is now with Brad Balles in USA. The chassis is the near twin of the Murlap - Murphy car now owned by Alex Morton. It is probable this is one of the two Production chassis with the V shaped rear top chassis rails and the top

chassis rails outside the diaphragms. Again the chassis number is not certain but this keeps the sequence correct.

MkIV Chassis

There was according to Alan Putt only one of these cars completed but race results show there were at least 3. Barry Baker states there were 4 chassis as does Duncan Rabagliati. Duncan states the last MkIV car was built in 1965 from spare parts after the demise of CCoA as a Murlap by B G Lapham and it had a fiberglass body. Andy MacGregor states there were several copy chassis made in Australia but left there in a garage unassembled.

FJ/MkIV/05 Chassis

The 1962 Works car fitted with a 75 degree engine and Collotti-Francis gearbox and stamped as chassis 405. Sold to Peter Carpenter in 1962 and then kept in the United States till its return to the UK.

FJ/MkIV/06 Chassis

This chassis had a 30 degree engine and is the Brian Gubby car. As this car is lost the chassis number cannot be checked however with three 1962 cars in build (Sports Car World February 1962) it is likely the sequence would be followed.

FJ/MkIV/07 Chassis

This chassis had a 30 degree engine and is the John Ampt car the Chassis is stamped 407 and had a changed chassis tube (larger).

1965

FJ/MkIV/?? Chassis – Murlap – The Lapham Car

This chassis was built by B G Lapham as a Murlap in 1965 with a fiberglass body.

FJ/MkIII/?? – Murlap - The Murphy car

This car like the Murlap Lapham MkIV was built in 1965 according to notes made by DCPR.

Summary

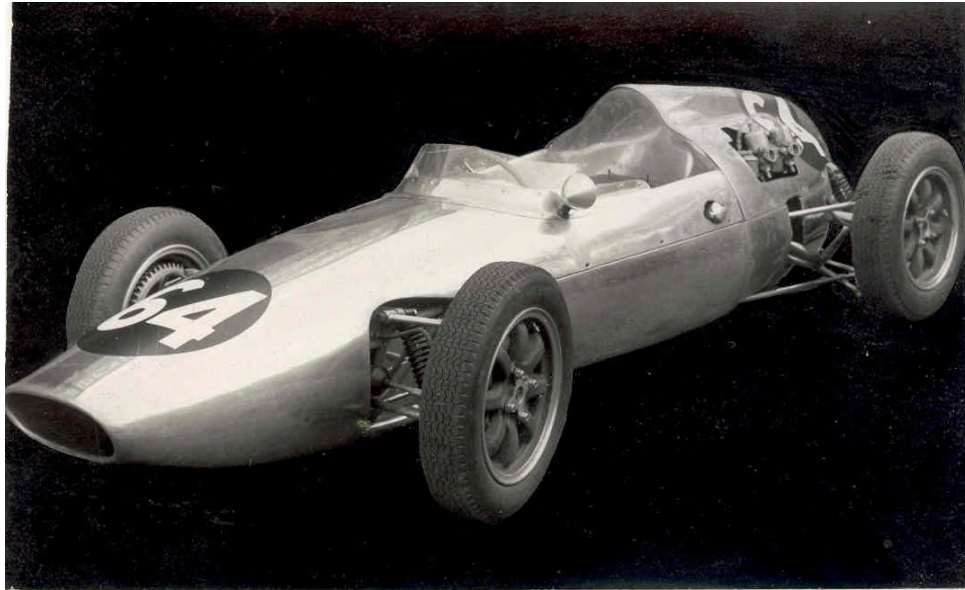
This all probably takes things to near enough the Alan Putt history which also broadly agrees with the DCPR view and the various other comments, pictures magazine articles and records. It gives all the cars near enough a full history since 1961 with the exception of the two Murlaps. DCPR has always maintained the Murlaps were built from parts in approximately 1965 as he had a conversation with Murphy and/or Lapham at the time. The Murlap (MURphy LAPham) cars DCPR says were bought from The Chequered Flag who in turn had purchased (or won a court order for rent?) the remains of CCoA. The probability is DCPR is correct and the cars were built from parts as F3 Murlaps. In the book Piers Courage on page 42 Chris the son of Cliff Davis recalls "There was a Formula Junior car called the Ausper and basically the guy just did a runner. All these cars left behind were brand new at the time but by the time my father could prove that rent hadn't been paid and he got a court order to claim possession of the goods the cars were years old and out of date. It was like a tomb!" The MkIII Murlap chassis is similar to the Pike chassis and the body is of the MkIII style. DCPR has supplied a picture of the Murlap at Brands Hatch on the 17th April 1966 with a Climax engine. From then on there is photographic and For Sale evidence to prove the history through to 2006. The car history agrees with the information provided by Robert Gibson the second owner after G E Murphy the first owner and builder of the car and the FIA papers. The whereabouts of the Murlap MkIV is not known.

The Tomahawk, Jopp car and Willis car are the same car, the only car without the diaphragms.

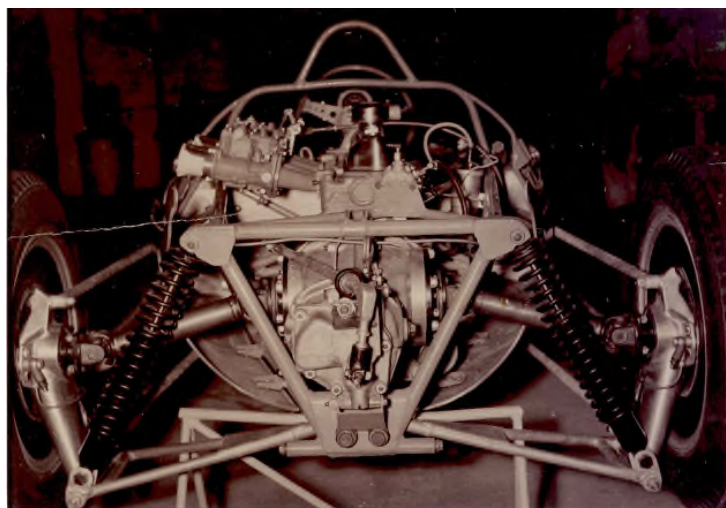
Alan Putt states two MkII chassis were made one going to Australia – if Alan is correct this leaves one chassis to be found however Sports Car World February 1962 says one car and that is what we have found. Alan Putt states one prototype and two MkIII Lister production chassis were made – the Works Car. Sports Car World February 1962 says "and retain the prototype for the rest of the season as a works car with Ouvaroff as driver" Sports Car World February 1962 says both Lister production cars were sold and no more MkIII were made – one production car went to Pike perhaps the other sale fell through as the next that is heard of it is with Murphy. Alan Baker states there were chassis lying around but no versions mentioned. There is an interesting period picture with chassis lying around. It is also interesting that CCoA had publicity pictures taken and they were used by different magazines at different times!

Steve Ouvaroff maintains he only had one car in 1961 and the evidence is clear that the early chassis was what was the Tomahawk and the variation in the "hump" shows he did drive a later car but not the MkIII Murlap as the works car had top chassis rails to the inside of the diaphragm.

Period publicity shots taken by a local photographic studio



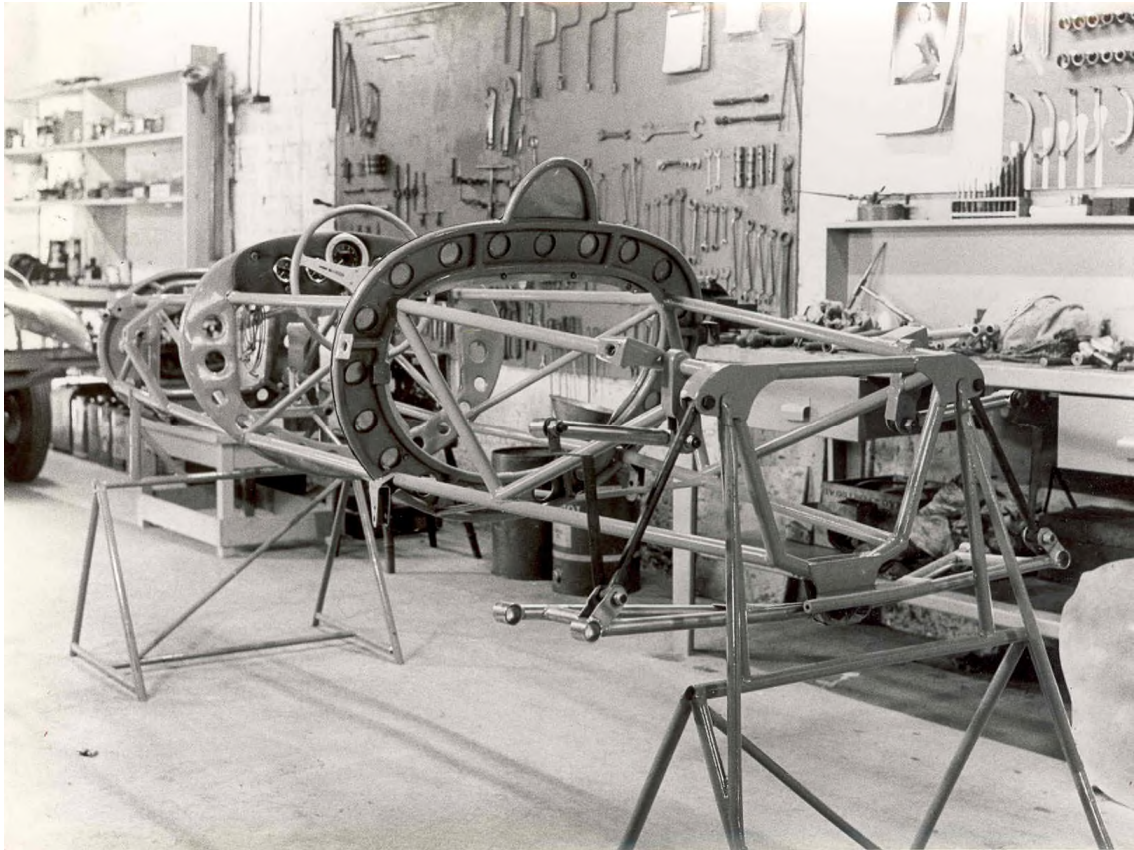
Tomahawk MkI (note large radius of hump)



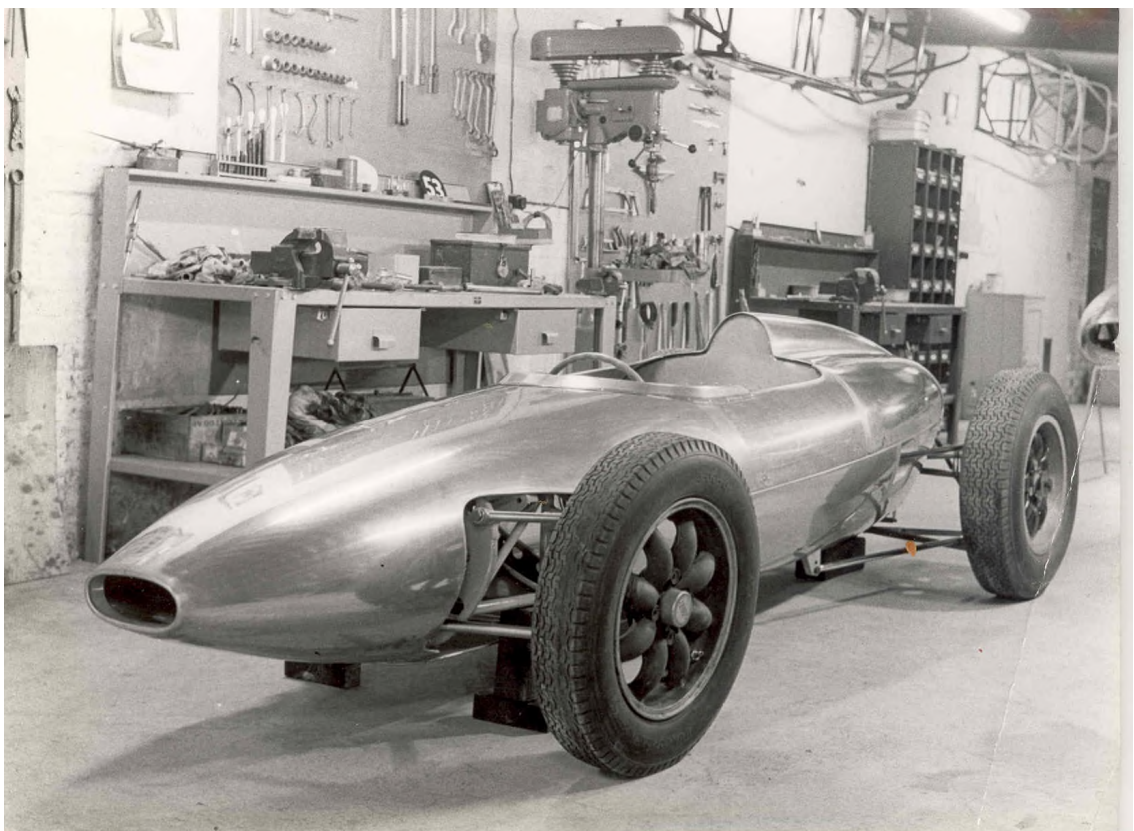
Whitehead Car MkII



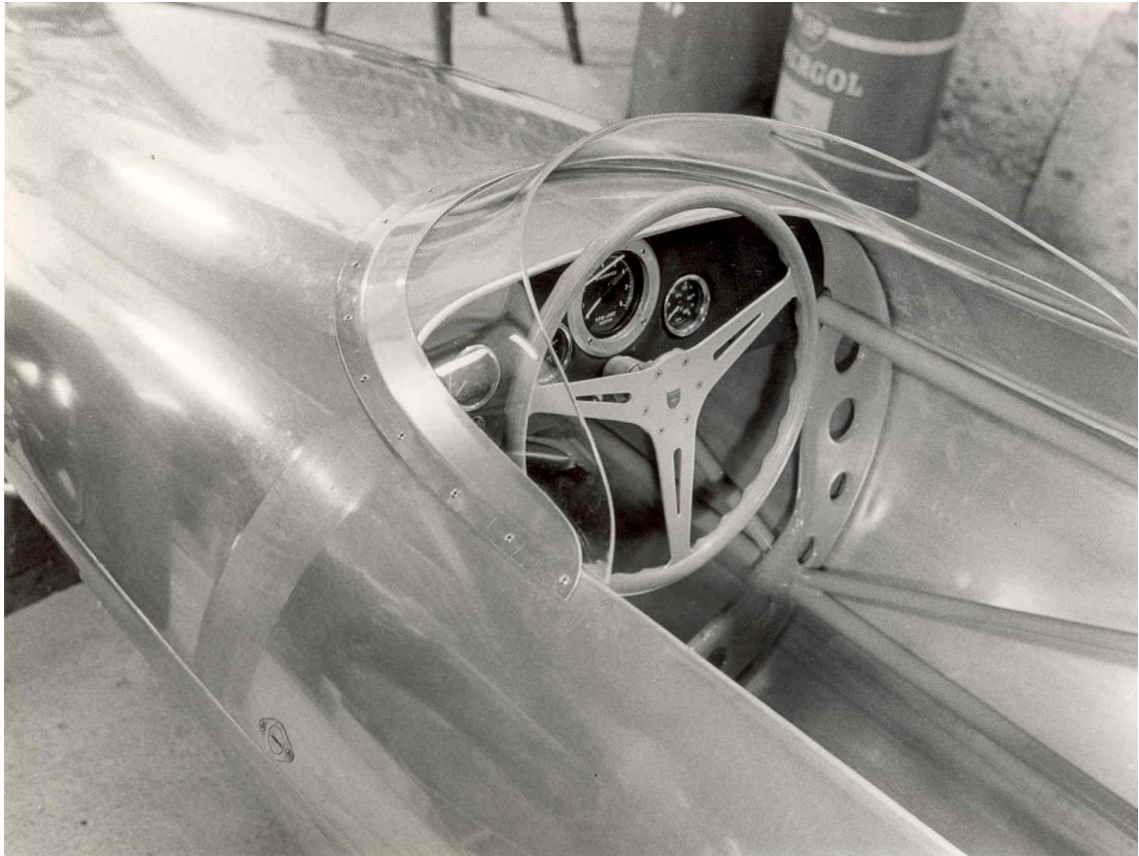
Whitehead car MkII



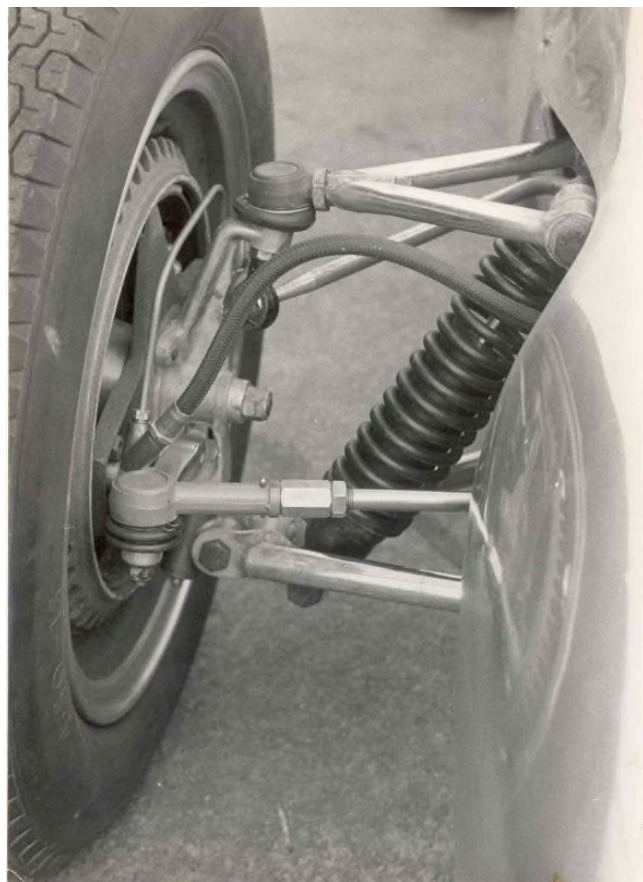
Works MkIII car



Works MkIII car (note sharp hump)



Works MkIII car



Works MkIII car

Appendixes

Appendix 1 Alan Putt's History

We would accept this history is correct and shows that 2 MkII chassis were made but only one built (MkII/02). The second MkII chassis can be seen on the wall in one of the period publicity photos on page 15. One prototype MkIII was built and two production chassis MkIII were made one going to Roy Pike in late 1961 (MkIII/04) and the second assembled in circa 1965 as a MurLap F3 car (MkIII/08). We believe that there is a small error below in that the prototype was built by "Tom the Weld" and the two production chassis were manufactured by Lister. This demonstrates that CCoA numbered their cars as they were assembled not as the chassis were made.

AUSPER

The Ausper began life as the Tomahawk, the brain child of Australian Tom Hawkes who had been successful before coming to the U.K. for his driving and preparation of a Repco-Holden powered Cooper, having driven it to a third place in the 1958 Australian Grand Prix. He had during his stay in the U.K. driven and prepared a very quick Cooper - Bristol.

The Tomahawk was a rear engined car using a tubular space frame clad in a neat aluminium body. Front suspension was by unequal length wishbones and coil spring damper units. Rear suspension used special alloy hub carriers and employed the drive shaft as the top link. A reversed wishbone formed the bottom link and twin parallel radius rods located the assembly on each side. Power was supplied by a Downton tuned B.M.C. engine mated to a Volkswagen gearbox. Steering was by Cooper rack and pinion and the brakes were improved by the use of Alfin drums. The car had made its debut in October 1960 driven by Peter Jopp.

In December of the same year Competition Cars of Australia Ltd. was set up and the name of the car changed to Ausper. The company included Count Steve Ouvaroff a driver of note and Adrian Gunlach, one time mechanic to Stan Jones.

The production car, designated the T2, relinquished B.M.C. power, substituting Ford. The chassis was modified but was a straightforward tubular space frame built from 1", 16s.w.g. cold drawn steel tube. The front suspension was by unequal length wishbones and coil springs.

The rear suspension used the drive shafts - universally jointed at each end - as top link to the reversed lower wishbone using coil springs as the medium. The wheelbase was 6' - 10" with a track of 3' 11".

The engine was a Ford 105E unit coupled to a Volkswagen gearbox modified to accept Porsche ratios. The car sat upon 15" cast alloy wheels shod with 4.50 x 15 and 5.00 x 15 R5 tyres front and rear respectively. Brakes were by drum, 10" at the front and 9" at the rear.

Two of these cars were built, one of which went to Australia to be raced by Laurie Whitehead in local events.

The 1961 cars were the T3 and had a new chassis based upon three stressed bulkheads made from steel tube and drilled sheet steel placed at the nose, and in front of and behind the cockpit. These were linked by straight 1" and 0.75" diameter 16 s.w.g. tubes to make a very rigid structure.

Front suspension was by unequal length wishbones with coil springs, the suspension loads being fed into the stressed bulkhead in the nose. This bulkhead also provided the mounting for the adjustable anti-roll bar.

The rear suspension used the universally jointed drive shaft as the top wishbone. Sliding splines in the cast alloy hub carrier allowed for variation of length of the drive shaft during suspension movement. A reversed lower wishbone and twin parallel radius rods completed the structure.

Spring rates were originally 105lb at the front and 140lb at the rear. Both front and rear suspensions were adjustable for camber whilst the rear radius rods were adjustable allowing rear toe-in to be varied.

Power was again supplied by Ford, only now full 1100cc Cosworth engines were fitted. These used twin 40DCOE Weber carburettors and were reputed to deliver some 95 BHP. The power was transmitted via a Borg and Beck clutch to a Volkswagen gearbox in the prototype but this was modified in the production cars to an Ausper modified Renault Dauphine gearbox. Special aluminium adaptor plates were cast to mate the Ford engine to the Dauphine gearbox and the drive arrangements arranged to relieve the fragile casing of any loadings from the chassis. The attraction of this gearbox was the availability, at that time, of alternative ratios.

The car again used 15" alloy wheels and appropriate R5 tyres. Braking was by 10" and 9"

Alfin drums at front and rear respectively. The whole car was clad in aluminium bodywork.

The intention had been for the chassis frames to be manufactured by Listers, who had made the Emeryson frames. The arrangement was not a success, great production difficulties being experienced with the stressed bulkheads. Consequently only one chassis was produced by Lister giving a total output of the T3 model of one prototype and two production models.

For 1962 a total redesign took place to produce the T4. In this model only the stressed bulkhead at the rear of the cockpit was retained. The remainder of the chassis was formed from 1" seamless steel tube with some use being made of square section tube.

The major change was in the suspension. The use of the rubber suspension units of the Mini provided the medium. At the front unequal length wishbones were used with the rubber units mounted vertically.

At the rear there was considerable change to the layout. The drive shaft now only transmitted power. A new twin wishbone layout was devised requiring a new alloy hub carrier.

The assembly was located by twin parallel radius rods and separate Armstrong shock absorbers were mounted conventionally. The top wishbone was rectangular in form made of round tubing with cross - bracing. Movement of the suspension was transmitted to the horizontally mounted rubber units via a bell crank lever. By adjusting the pre load on the rubber units allowed variation of the spring rate.

Fifteen inch wheels were again used and were a specially made pierced alloy design incorporating Borrani rims.

The engine was again a Ford based unit but it was mounted inclined to the right by seventy-five degrees. This gave almost vertically inclined carburettor intakes and the exhaust crossed the engine bay at a high level to leave the car above suspension height.

Transmission was to have been by a specially designed six speed gearbox designed by Bill Blydenstein, but there is no evidence that this materialised and either the Renault or a Hewland was probably used. Only one of these cars was completed.

Two T3 cars have survived and the remains of another Ausper of undefined type has come to light in South Africa. One T4 also still exists in Australia.

Alan Putt

Appendix 2 Peter Jopp letter 1960

TOMAHAWK / AUSPORA

PETER JOPP 4 Barton Court Baron's Court Road London W14 : FULham 1166

Michael D. Kettlewell, Esq.,
"Dronfield"
29, Windmill Hill,
Ruislip,
Middlesex.

22nd October, 1960

Dear Mr. Kettlewell,

I was very pleased to receive your letter on the subject of this years Formula Junior, as this gives me a chance to correct one or two misconceptions about the beginning of this season.

The Elva which I raced at the beginning of the season was always fitted with an Austin engine although it was reported to be an Elva-DKW on several occasions. In May I went straight from the Acropolis Rally in which I drove for Rootes to the Formula Junior race which preceeded the Monaco Grand Prix. This was to be contested by twenty-two entries selected from 120 who were allowed to practise. I was twelfth fastest in practise and during the race worked my way up to 8th position which I held until the very last lap when a big end bolt broke and I had to push the car from the Tunnel to the finish though still retaining my 16th position. Prior to this I had entered the car at the International meeting at Silverstone on the 14th May. I was having a dice with Geoff Duke, Gemini Junior, and Dennis Taylor, Lola Junior, when my starter motor became derranged at Woodcote which filled the car with sparks causing me to pull into the pits. Finding the car was not, after all on fire, I was able to continue the race though not in such an advantageous position.

The Tomahawk-Austin which you saw at Brands Hatch did not retire on the line. Due to the meticulous preparation by it's manufacturers the car was not ready in time to take part in the officially timed practice, on the Saturday.

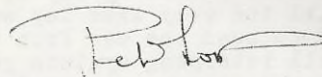


/over

However thinking there might be a retirement on the line I sneaked out to the back of the grid only to be noticed by Nick Syrett who headed me off as the R.A.C. Steward had also seen me and objected. However Nick was very kind to me and said that I would be allowed to start in the Formula 2 race if there was a retirement. As John Brown was unable to start I was allowed to do so. The car ran very well and was able to hold the Formula 2 cars on corners, as you saw, but of course they were able to pull away from it on the straights. Unfortunatley it had to make a pit stop due to the fact that the header tank was not large enough, this fault has now been rectified and the car has been satisfactorily tested at Goodwood.

You are correct in saying that the car is one that has been built by the Australian, Tom Hawke's, which fact gave the car it's name and it is his intention to make his cars the "Rolls Royces" of Formula Junior. He is now going into limited production and plans to complete twenty five Formula Junior and three Formula 1 cars for next season. I shall be driving both of these. Your observations on road holding are very true and I can say that the car has the road holding of a Lotus. As far as the Mini-Minor parts are concerned these have not been used on this car although it is possible that this idea came from the original specification for the F.1. Tomahawk when he said that he intended to adapt some of these parts.

Yours sincerely,



Peter Jopp.

Appendix 3 CCoA letter and specification for MkIII

TELEPHONE : RIVerside 9595.

Competition Cars of Australia Ltd.

247, GOLDHAWK ROAD, LONDON, W.12.

March 13, 1961.

M. D. Kettlewell Esq,
"Dronfield",
29 Windmill Hill,
Ruislip,
MIDDLESEX.

Dear Sir,

Further to our telephone conversation last week, I am forwarding the latest specification data on our Formula Junior cars, which ~~are~~ enclosed.

Unfortunately the photographs I mentioned have not as yet come to hand, but I will send them to you as soon as they do.

Yours faithfully,

Competition Cars
of Australia Ltd.

Adrian L. Gundlach
PP Adrian L. Gundlach.

COMPETITION CARS OF AUSTRALIA LTD,
247 GOLDHAWK ROAD,
LONDON W. 12. ENGLAND.

AUSPER FORMULA JUNIOR RACING CAR.

The Ausper Formula Junior Racing Car is manufactured to comply with current F.I.A. regulations. It is built to a high standard and incorporates many new features to ensure high performance, with safety. The car will not be mass produced as it the policy of the Company to produce a quality well finished car that the owner may be proud of in any company.

S P E C I F I C A T I O N

The current specification is as follows, but modification to the specification will be made as new developments and improvements are made.

CHASSIS. Fabricated of 1" x 16 gauge and $\frac{3}{4}$ " x 16 gauge solid drawn steel tubing with three stressed diaphragms, providing a light but extremely rigid unit.

BODY. Advanced aerodynamic form with excellent air penetration properties and freedom from drag. Body panels are of 18 gauge aluminium attached to the chassis with quick action dzus fasteners. A wrap around perspex windscreen is fitted and two rear vision mirrors.

MOTOR. Cars will be fitted with fully tuned competition motors to customers specification. Normally the Ford 105E engine will be supplied but other motors may be fitted.

GEARBOX FINAL DRIVE UNIT. Volkswagen based five speed and reverse fitted with close ratio gears. Wide range of final drive ratio's is available.

SUSPENSION.

Front:- Double unequal length wishbones with Armstrong coil spring damper units.

Rear:- Double unequal length wishbone with dual radius rods. The rear suspension upright carries a sliding spline and safety hub.

BRAKES. Finned alloy drums with steel liners of 10" diameter front and 9" diameter rear, with two leading shoe hydraulic operation providing excellent braking under the most arduous conditions. Operation is by dual master cylinders incorporating a balance bar giving accurate adjustment of front to rear braking ratio.

CLUTCH. Hydraulically operated special single plate Borg & Beck racing clutch.

STEERING. Rack and Pinion, giving light and accurate steering.

SPECIFICATION Continued.

INSTRUMENTS. Cars are fitted with Speedwell electric tachometers reading to 12,000 RPM. Smiths water temperature and oil pressure gauges reading to 110° C. and 100 LBS psi respectively are fitted and provision is made in the width of the facia panel for the fitting of additional instruments if required.

STEERING WHEEL. Either 14" or 15" three spoke wood rim wheels are fitted to customers choice. These are also available leather covered.

BATTERY. A 12 volt 6 plate battery is fitted. These are not fitted on cars being exported.

WHEELS. Road wheels are of cast electron fitted with 450 x 15" and 500 x 15" Dunlop racing tyres at the front and rear respectively.

FUEL TANKS. An additional safety feature of the car is the fitting of fire proof tanks. Although they are not a compulsory component of Formula Junior's they are fitted to conform to the Companys safety policy. They provide a total capacity of fourteen gallons.

DIMENSIONS. Wheel Base 87" Front Track 48" Rear Track 47½"

Overall Length 141" Overall Height 28"

Width of Body 33½" Ground Clearance 4"

Weight (including oil and water) 800 LBS

GENERAL. Cars will only be supplied in ready to race condition painted in customers choice of color.

All cars will be track tested by a competent works driver and rechecked at the works prior to delivery.

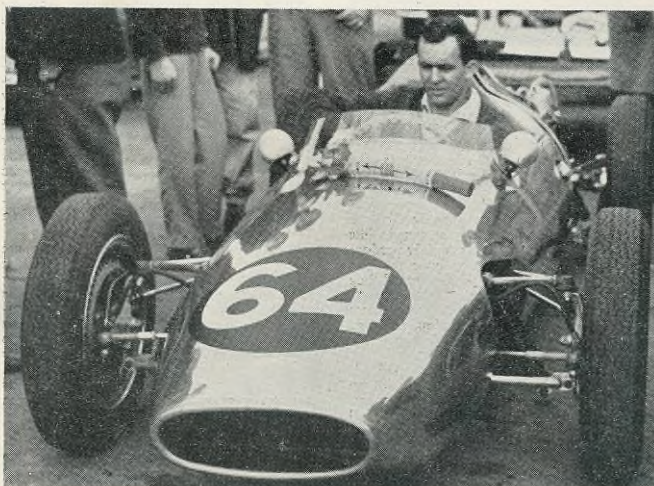
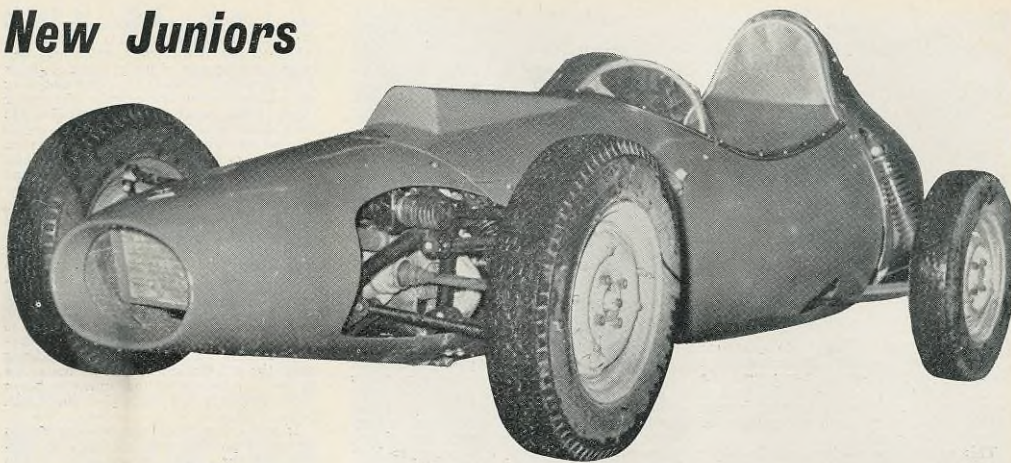
PRICE. £ 1,550. in component form, or :-

£ 1,600. complete ready to race (Export orders only).

TERMS of PAYMENT. As each vehicle will be supplied to customers specification and measurements, a Deposit of 1/3 of the purchase price is required with order. A further payment of 1/3 of the purchase price is required one week prior to delivery ex works, and the balance on delivery.

Appendix 4 FJ/MkI/01 Tomahawk distinguishing marks

New Juniors

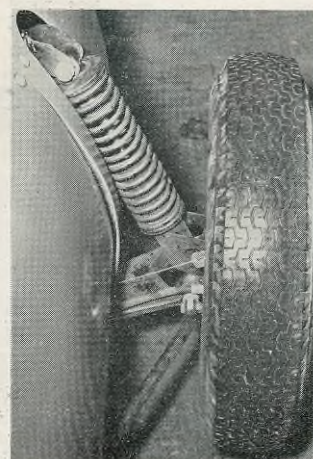
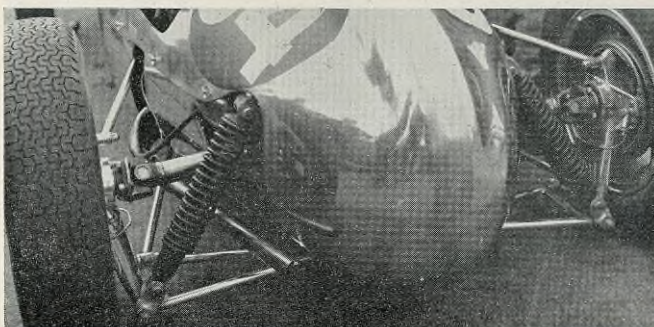


A new front wheel drive Formula Junior car called the Elfin has appeared recently. Designed by Peter Emery, the car has a tuned Sprite engine with drive to the front wheels through a Volkswagen four speed gearbox and Miniminor shafts. A works car will be raced next year.

Designer of the Tomahawk Junior, Australian Tom Hawk, is shown seated in the car, left, at its first appearance at Brands Hatch on 16 October, when it was driven by Peter Jopp. It has an aluminium body mounted on a space frame, and is powered by a rear mounted BMC engine.

The rear suspension of the Tomahawk, lower left, is similar to the Lotus Junior.

The independent rear suspension of the Elfin uses coil spring damper struts, below.



424

MOTOR RACING

The Tomahawk (or Jopp) car from Motor Racing December 1960

Chassis shortening



Dick Willis car 2008



Dick Willis Car 2008

This email was about Tom the Weld leaving Graham Warner's Chequered Flag team and was sent to Andy Antiplas on Feb. 16, 2000 by Roy Thomas.
To quote: -

"I was very sad about this, Graham was a true friend, he had helped me enormously, been my guiding light. But I was sure he was taking the wrong path. So off I set into the unknown again, my wife supported me. I took advantage of a unit in Cliff Davis yard, just a single unit, but by the time I had bought lighting, gas welding equipment, electric welding equipment, and a few tools, the cupboard was bare. So Monday morning, new workshop, new address, where's the customers? Never thought about them. First one was Australian called Tom Hawkes, he was trying to build a car called the Ausper, meant to be shortened version of Australian Performance Cars. Good contract, making chassis and all the running components, worked 24 hours a day to get it done, delivered before time, snatched my cheque and I was in business, well I would have been had the cheque been honoured!"

The following is an email sent to Andy Antiplas on the March 22, 2000 by Roy Thomas. To quote: -

"I did a hell of a lot of work for them (Ausper) when I left the Flag and was at Cliff's yard. Never did get paid for it! Designed by a guy named Tom Hawkes, nice guy, but as slippery as an eel. Every week he would give me a cheque, and every week it would bounce! I finished up standing outside his apartment ringing the door bell continually until he finally answered, he would give me some cash, then next week the same. Finally, he disappeared altogether. Tell you one thing, he certainly wrote the original book of excuses. Ausper by the way is short for Australian Performance Cars.

Funny story about them, at Cliff's yard was a guy known as Count Stephen Ouvaroff, claimed to be a genuine Count, but we were not sure about that, one thing I am sure about is he was six feet 6" tall, he bought an Ausper, but stuck out of it like a sore thumb, couldn't drive it like that, and all his efforts to get Tom Hawkes to change it fell on deaf ears. Finally, in desperation he came to me asking if I could lengthen the car, the answer was yes, but I had no idea what the effect that would have on its handling. He decided to take the risk, and instructed me to make it four inches longer! I literally cut the car in half and added four inches in the cockpit, did the whole job over the weekend. Steve arrived on Monday morning, saw the car, and asked when are you going to start? He was totally amazed when I told him it was done, he sat in the car and fitted a treat. He told me Tom Hawkes told him it would take at least a month. He finished second in his first race, so it must have been quite reasonable handling."

The “hump” width

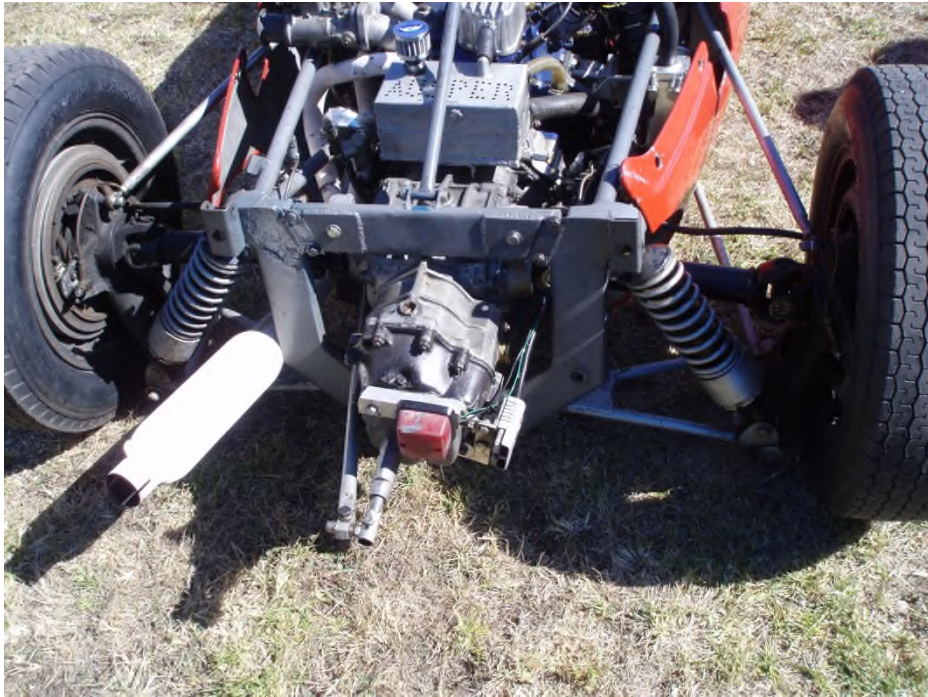


The Works Car MkIII and the Tomahawk

The Tomahawk chassis 2008



Tomahawk chassis front view



Tomahawk chassis rear view



Tomahawk where the SU was

Vernon M Williamson

20 November 2005 22:55:28

To:	Vernon M Williamson <vmw@byways.demon.co.uk>
Subject:	Fw: Ausper no.1. Wesson Littleford Willi
From:	Duncan Rabagliati <rabagliati@blueyonder.co.uk>
Date:	04 October 2005 23:02:47

----- Original Message -----

From: M. Wesson

To: rabagliati@blueyonder.co.uk

Sent: Tuesday, October 04, 2005 10:47 PM

Subject: Ausper no.1. Wesson Littleford Willi

Hi. I've just read the history of Ausper and would like to help a bit.

The car Dick Wills has, was sold to me by Gordon Littleford as an unused pile of bits when he returned to Rhodesia in 1962/3. Chassis, body (raw alloy). seat, tanks, wishbones, radiator, rear uprights & unmachined wheels.

It had a pressed steel scuttle much as did the Lotus 18. I think that this scuttle was cut out when Pinder Browne widened it to make a sports car chassis. (I saw in pics of the rebuilt car that Dick sent to me, that it was missing) and had been replaced by 2 tubes over the legs).

The altered rear tubes were cut by me to make the early type Hewland/vw box (non quick change gears) easily removable and a Alfa 1500cc motor (re sleeved 1200 with Conrero rods & Gianini crank) was the first engine fitted to that chassis (making it the first Ausper Formula 1). Though it was only raced in Rhodesia & Mocambique. There were no chassis plates or numbers.

I will try & dig out some pics (which I did forward to Dick Wills)

Incidentally, I helped Dave Taylor build the Evad Fj in 1960 and the Evad sports car in 196, also assisting Clive Puzey with the Yimkin, which he let me race for him in Rhodesia while he was driving the Beagle Fj.

Regards

Mike Wesson

027 21 4486153 (Cape Town)

The Tomahawk as the 1961 works car



22nd May 1961 Crystal Palace (No top rear link and Stephen Ouvaroff too big for the car)

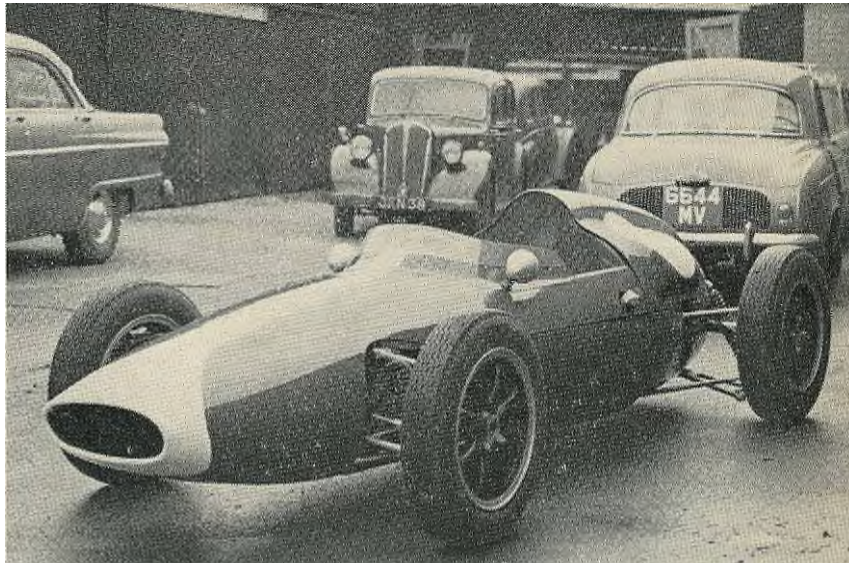


4th June 1961 Rouen

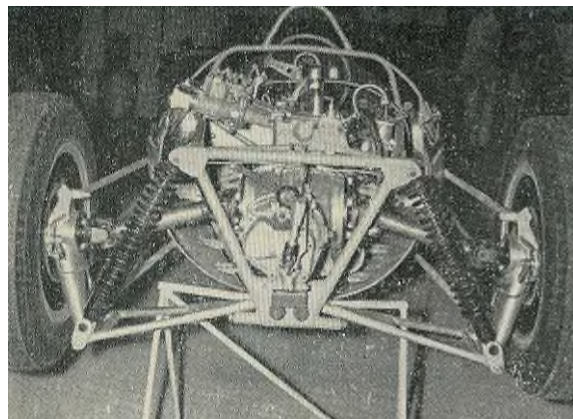


Crystal Palace 2nd September 1961 Stephen Ouvaroff in the Tomahawk
(Broad or narrow "hump"? & top rear link?)

Appendix 5 FJ/MkII/02 The Whitehead car distinguishing marks



The Whitehead car from Cars Illustrated January 1961 page 223



Cars Illustrated January 1961 page 223

Chassis March 2008



Chassis plate March 2008



Rear View March 2008



Mid view March 2008

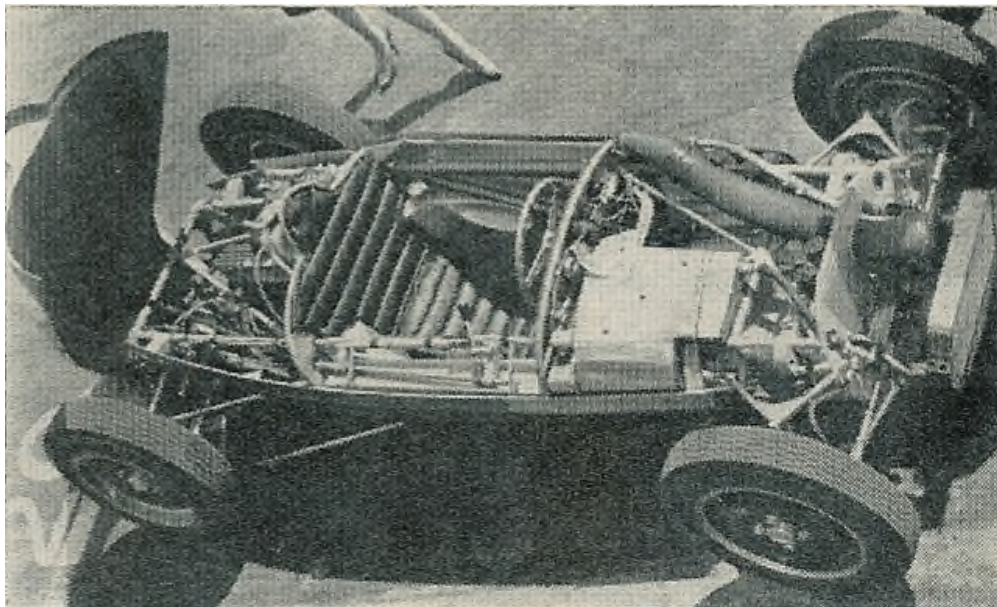


Front view March 2008

Appendix 6 The 1961 Works car distinguishing marks



Motor Clubman and Special Builder March 1961 page 32



Motor Clubman and Special Builder March 1961 page 32 (with top link & narrow "hump").



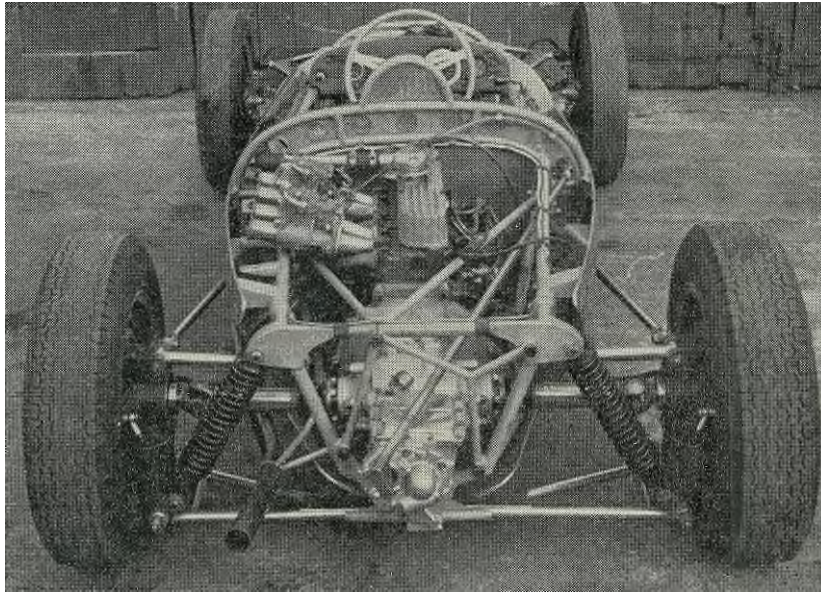
Autosport 15th December 1961 page 818 (with top link, three fasteners & chin duct)



Antony "Bubbles" Horsley 2nd May 1964 at Silverstone (with top link, 3 fasteners & chin duct)



2006 Vernon Williamson (with top link, 3 fasteners & no chin duct)

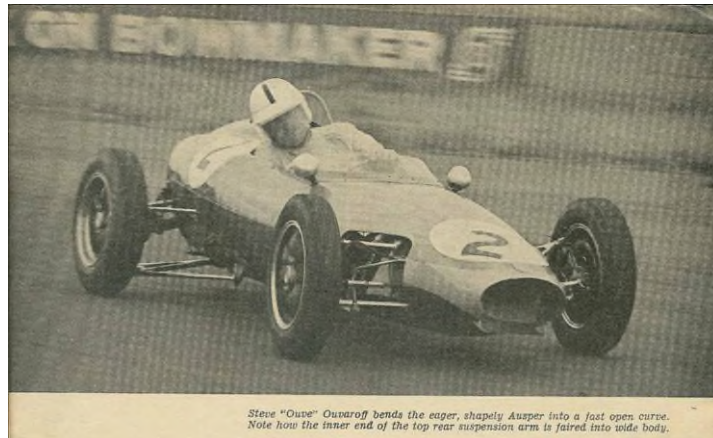


Autosport 15th December 1961 page 818 rev counter moved and Renault gearbox



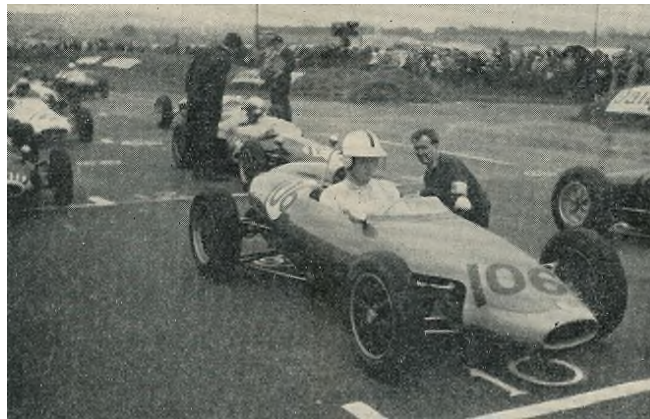
2006 Vernon Williamson

The Works car in 1961

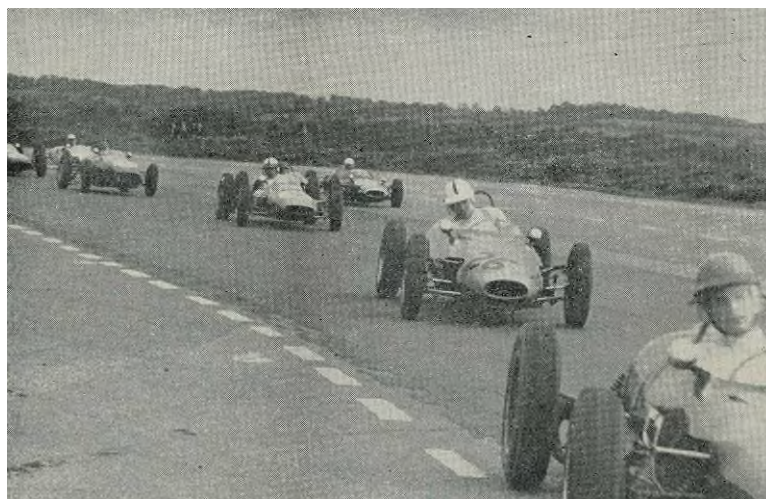


*Steve "Ouve" Ouvaroff bends the eager, shapely Ausper into a fast open curve.
Note how the inner end of the top rear suspension arm is faired into wide body.*

Silverstone 8th July 1961 finished 7th in Sports Car World February 1962 page 9 1962 (Now lower in the car with a roll hoop, duct and rear top link. There was a second entry to this race for Peter Jopp who finished 26th)



Snetterton 30th September 1961 from Autosport 6th October 1961 The Works Car
(Narrow "hump")



Snetterton 8th October 1961 from Autosport 13th October 1961



Adrian Gunlach in the Works car with a roll bar Sports Car World February 1962
(Note the top chassis rails are inside the diaphragm making it the prototype MkIII)

Appendix 7 The MkIII Murlap "Murphy" car distinguishing marks



MkIII Murlap at Brands Hatch 17th April 1966



Picture of MkIII Murlap by Marv Primack 2005

(Front body retained by 2 Dzus fasteners each side one hidden behind front wheel with no fastener at the joint between front and rear)



MkIII Murlap at Brands Hatch 17th April 1966 (Note gearbox)
(Note top chassis rails are outside diaphragm)



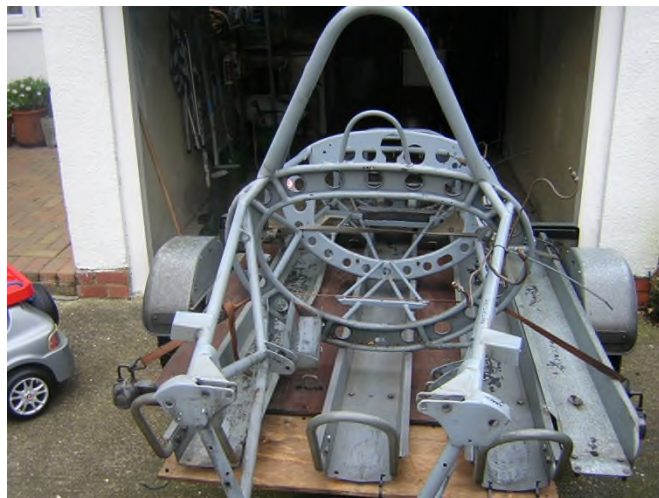
Picture of MkIII Murlap from Peter Denty pre rebuild in 1977
(Note top chassis rails are outside diaphragm)



Picture of MkIII Murlap front chassis & pedal box from Peter Denty post rebuild 1977
(Note top chassis rails are outside diaphragm)



Picture of Pike (sister) car from Brad Balles 2006
(Note top chassis rails are outside diaphragm)



Picture of MkIII Murlap from Peter Wilson pre rebuild 2006
(Note top chassis rails are outside diaphragm)

JAMES DELCOMYN Cars Ltd.

JAGUAR 'E-TYPE (Pictured) 1963 Series. Finished gunmetal grey. Very competitive at £795
MINI-COOPER 'S' 1,293 c.c. Must be fastest road going Mini. Just fitted new Shell bearings. Every conceivable modification, including radio, seats, etc. £595

M.G.A. 1962. Sensible offers accepted for this convertible, fitted host of extras, including radio, htr., spots, rev. light, rack, tonneau, clip, lighter, new batteries, Cinturatos. Hagglings starts at £395

ALFA ROMEO GIULIA SPRINT GT. 1964. Beautiful little GT car. Low mileage, fitted Cinturatos. £345
JAGUAR 3.0 1963. Metallic blue. Fitted radio, HRW, new tyres. £695

WOLSELEY 1500 1961. Extremely smart car in gleaming black with red leather interior, but not our sort of stock. £195

HP and insurance arranged, or cleared

282 OLD LODGE LANE, PURLEY
 BYWOOD 3212.

RACING CARS**LOTUS 30 SPORTS RACING**

As now — one race only
 Stored all this year. Chassis and suspension fully strengthened to Lotus specification plus. Absolutely immaculate car, finished in dark blue. £1,295. Part exchange considered.

JOHN EWER MOTORS,

8 Salisbury Promenade, Green Lanes,

Harringay, London, N.8.

Tel.: LAimer 2533. (TC)

AUSPER F.I. fitted Climax engine, ex Arundel, wide rim mag. wheels, Green Spots, nine races only from new. £500. Another, works car completely rebuilt this year, wide wheels, Green Spots, fitted 112 b.h.p. 1500 Ford engine, £495. Or less engine £385. Spare wishbones and body panels. Both cars with trailer and ready to race. Exchanges considered. Lotus Seven wanted. One only, 40DCOE Weber on Ford manifold, £15. One rack and pinion, suitable sports racer, £3. Four 100E con. rods, heat treated for racing, £9.—Phone: RCDney 5669. (45)

ALAN ECCLES RACING**Offers for Sale**

1965 Lotus 40, fitted 5.8-litre Ford V8 engine with fuel injection, recently overhauled. New Hewland 4-speed LG 500 gearbox, 15-in. wheels, ventilated disc brakes, cross-over exhaust system, auxiliary fuel tank fitted in front, Dunlop R7 tyres. This car has been maintained regardless of cost and must be the most successful Lotus 40 running in the country. Lapped Club Silverstone 1 min. This car was also driven by Jim Clarke at Riverside and Gerald Ashmore 1966 season. £2,500 o.n.o.

1965/66 Elva Mk. VII S. Chassis, fitted Coventry Climax V8 fuel injection, 1½-litre. Recently overhauled by Climax Ltd., at a cost of £180. Cooper 6-speed gearbox, chassis has been fully modified as for Elva Mk. VIII specification. Mk. VIII wheels, fitted Dunlop R7s. This car has proved to be the most successful 1½-litre car in the country. Holder of Grand Prix Silverstone lap record for 1½-litre cars. Lapped Croft 1 min. 15 secs. Castle Combe 1 min. 9 secs. As fast as BT8 since overhaul. Driven by Chris Ashmore. £2,200

Any further details of the above cars may be obtained from

ECCLES GARAGE LTD.,

HILL TOP, WEST BROMWICH, STAFFS

Phone: Day—West Bromwich 0871.

Evenings—Great Barr 1516.

RACING CARS FOR HIRE

Competitive G.T., Marque "V" and Clubman's Formula. Book now for next season's dates. Also practice throughout the winter. Instruction available. Send s.a.c. for details.

WILD BOAR GARAGE,

Hilton Street, Wolverhampton. (45)

EQUIPE ARDEN TEAM CAR

1500 c.c. Austin Cooper "S"

Well-known hill-climb car.

6½ in. wheels. Wide wheel arches, etc.

OFFERS

Ring: Roger Hickman, Dudley 52314 (day). (45)

S2 COMPETITION LIGHTWEIGHT ELAN

B.R.M. Phase II engine, diff., cooler, splined shafts. New R7 White Spots, etc. Immaculate condition bodily and mechanically. Holds three current class records. Out of 14 events this year: eight firsts, two seconds, four thirds. Complete with several spares and almost new £95 Don Parker trailer. The lot £1,650. Bill Dryden (Edinburgh), Fountainbridge 2488, works; Newington 3203, home. (45)

FOR UNDER £700! DIVA G.T. 1,500 C.C. 130 b.h.p. motor, not raced since rebuild (bills available). Ex. Jim Moore. All lightweight, very quick and reliable, wide-rimmed wheels, new White Spots, Lotus all synchro close ratio 5/box, etc. Complete with drive on/off trailer. Can be seen at **JIM MOORE RACING,** 1037 London Road, Thornton Heath, Surrey. Tel.: THOrnton Heath 5696. Further details from **PHIL SILVERSTON,** Liverpool, Childwall 2579. The whole £699. Yes, only £699. (45)

VERY RELIABLE—FULL LIGHTWEIGHT

COMPETITION LOTUS ELAN
 Sixteen races this year, 13 finishes, including Austrian G.P. The three retirements caused by minor electrical failures. Unregistered, never used on road. Numerous spares if required. £1,075 o.n.o.

Phone: **CHRIS ST. QUINTON, Mansion House 5441,**

Ext. 281, 9.30 to 4.30.

or leave message at **Liberty 7971, evenings,**

or write to **36b Trevorh Road, London, S.W.5.** (45)

TEAM RANELAGH

Offer for sale their highly successful special-bodied Sprite, as raced by Peter Hamilton-Stade. Four outings, first, second, third, one broken halfshaft (see Autosport, 30th September, photo report G.T. race at Lydden). Full House Westlake 1,000 c.c. motor (four races only). Locked diff. Four new Goodyear racing tyres. £550. Part exchange and H.P. available if essential.

Phone: **Folkstone 54739 (day);**
Folkstone 53697 (night). (45)

Mk. V U2

Roger Thomas's Mk. V U2 1,500 c.c. Ford. Probably the fastest Mk. V, or at least it takes a Lotus 3/7 or a good Mk. VI to beat it. Five wins in 12 races, three thirds, one second and three races that the driver wishes to forget. Built and prepared by G.T. Engineering, Ltd. £775 or £650 less engine.

Part Exchange considered.

G.T. ENGINEERING, LTD.,

Highland Square, Bristol 8.

Ring **Bristol 30655** during working hours. (45)

THIS CAR MUST GO.

Lightweight Competition Racing Elan
 The ex-Chequered Flag (as driven by Jackie Stewart) John Lepp Racing Elan must go as a new car is delivered soon. Every conceivable modification makes this one of the really quick ones—it holds lap records at present. Powered by a new Chris Steele 163 b.h.p. motor the whole car is absolutely immaculate in blue and white. Oil diff. cooler, splined half shafts with the very latest mag. wheels, etc. Spares include a spare set of mag. wheels with R7s.

Will accept a part exchange. £1,360.

H.P. arranged if desired.

Ring **Ian Turnbull, Caley (Liverpool) 5570**

after 6 o'clock. (45)

COOPER MK. III, third Monoposto Championship this year. £250 o.n.o., less engine and gearbox.—Apply **J. G. Motors, Leighton Buzzard 2049.** (TC)
ROBIN WIDDOWS offers his 1966 F3 Brabham. This car has been maintained to highest standard by ex-Brabham works F1 mechanic. Owner offers purchaser advice and day's testing to help familiarize with car. Offers around £1,800.—Ring **Wormley (Surrey) 2387.** (45)

BARNET MOTOR CO. LTD.

We are distributors for the TVR range of cars, also Lotus dealers. Early delivery of the fabulous Elan coupe.

One new TVR 1800. White, in kit form, usual extras. List price £400

One new Elan Convertible in component form, finished in primrose. Immediate delivery. List price £400

1963 Lotus Super Seven. Fitted Cosworth Ford engine, twin Webbers, etc., etc. A really pleasant vehicle, not the usual tatty lump. £400

A really unbelievably clean crimson red **1962 Mk. III TVR.** Fitted with new Cinturatos, heater, belts, etc. Low mileage. A specimen example, certainly the best we have ever seen. £550

1964 Model Alfa Romeo Giulia Ti. Last property of very distinguished personality. 5-speed box, Michelin X, safety belt. Guaranteed never pranged or scraped. Genuine documented service and mileage. Quality motoring for only £650

1966 (mid) TVR 1800 S. Fitted radio, SPs, overdrive, latest dashboard. Used as development car by factory. 3,000 miles and quite immaculate. £725

1961 Mini Minor de luxe. Fitted single carburettor, 997 c.c. Cooper engine and gearbox. Performance and economy, SP41s, lowered suspension. Not immaculate but tidy. Has great potential. £205

1964 (mid) Triumph Spitfire. Collector's piece. Perfect condition. Used as third car by one wealthy owner. Most for the numerous to mention, but include fully balanced S.A.H. 85 b.h.p. conversion with Weber, etc. Koni, transistorized ignition, hard top, negative cambers in fact everything. Low mileage. Even undersold. Cost over £1,200, accept £500

Andre Baldet's personal Lotus Cortina. Finished in black with silver stripe. Motorola press-button radio, complete new back axle and 3 bracket of the latest pattern. Fitted with brand new special equipment engine. Still requires running in. Bills for thousands spent on this car. £540 accepted for this superb vehicle.

1962 Elva Courier. A real flyer, 1,840 c.c. 132 b.h.p. and fantastically tractable. Nearly new racing covers. Fully trimmed. Ex-Malcolm Wayne but unused for 18 months except one hill climb two weeks ago, winning award. £425

1965 TVR Griffith. B.R.G. Latest dashboard, low mileage. Fitted high performance, low choke carburettor, etc. Recently used as road car by Gerry Marshall. Previously factory demonstrator. Offers around £1,500 invited for this specimen car. Choice of two others. £425

Mid-1964 M.G.B. Blue. Wire wheels, heater, Cinturatos, overdrive, Motorola radio, spots, moderate mileage. Never competed and very pretty example. Excellent value for £620

1961 Mk. II TVR. Tuned Ford 105E engine. Completely overhauled, still needs running in. Good tyres, Koni. An unusually well kept example. £425

1965 M.G.B. As new condition. Cinturatos, radio, heater, low mileage. Fitted 714 cm, modified head, 4/c gears. £750

Hairy Mini. This completely rebuilt car fitted highly modified 1100 engine Speedwell modified and lowered suspension, wide rims, wheel spacers, Cinturatos. Immaculate. £300

Unregistered **Mini Marcos** fitted full race Janspeed 1100S engine, limited slip diff., new racing Dunlops. Never shunted and with a very successful race record. Trailer optional extra. £585

Ex-works LMB Popular, as raced by Peter Gammon, John Turner, Bob Rayner and Peter Clark. Now offered for sale with blown 1,000 c.c. B.M.C. engine, special rods and crank, etc., close ratio B.M.C. box and diff. Immaculate condition. Stupendous performance. Bargain at £275

1962 Sunbeam Alpine. 1,600 c.c. Hard top, overdrive, new SP3s, wire wheels, special Microcell seating. A giveaway at £420

1963 Mk. III TVR. 1622 engine, electric fan, very nice runner, all the usual extras on this much sought after model. Easy H.P. and insurance arranged. £325

VICTORIA LANE, BARNET, HERTS

(opposite Police Station)

BARNET 4269 and 5169

We also have in stock a wide range of used Sports and G.T. cars: XKs, Midgets, M.G.Bs, TVRs, Loti. Please phone or call if you have any queries.

Advert 11th November 1966 the climax car is new.

Appendix 8 Ausper's in Magazines

Australian Motor Sport

1st April 1961 p136 MkII

Autocar

4th May 1962 p738 MkIV

Autosport

30th December 1960 p924 MkIII
26th May 1961 p692 MkIII
9th June 1961 p749 MkIII
23rd June 1961 p831 MkIII
25th August 1961 p260 MkIII
8th September 1961 p322 MkIII
22nd September 1961 p389
29th September 1961 p427
6th October 1961 p464 MkIII
13th October 1961 p499 MkIII
15th December 1961 p818 to 820 MkIII
5th January 1962 p16 MkIV
1st June 1962 p 790 MkIV
13th July 1962 p41 MkIV
25th January 1963 p120 MkIV
7th June 1963 p811 MkIV
28th July 1967 p177 MkIII
26th October 1978 P47 (Issue - Volume 73 No 4)
9th November 1978
1st February 1963
19th April 1963
11th November 1966 P821

Motor

3rd January 1962 p877 MkIII

Motor Clubman and Special Builder

1st June 1961

Also following month with test article??

Motor Racing

1st December 1960 p424 MkII

1st February 1962 p53 MkIII

Motoring News

19th July 1962 p8 MkIII

4th January 1962 p8 MkIV

31st May 1962 p5 MkIV

6th September 1962 p3 MkIII

All of 1961 and 1962

MotorSport

November 1961 Page 924 & 925

July 1962 Page 449

April 1963 Page 244

April 1964 Page 240

March 1976 Page 320

Sporting Motorist

01 March 1962 p114 MkIV

Sports Car World (Australia)

10th February 1962 p8 to11 MkIII

Track and Traffic

01 April 1962 p43 Gen

Vintage Motorsport 89/2 (Mar / Apr)

1st March 1989 p17 and p25 MkIII

Modern Motor (Australian)

March 1961 p36 –MkII

Road and Track

1965 or 1966 Interview with Roy Pike

Cars Illustrated

January 1961 Page 222 MkII

Results of the 1982 31 July and 1st August FJ races at Donnington Park
via whatever magazine but they are not Autosport 5th August 1982 or
Motoring News 5th August 1982.

Appendix 9 Ausper's in Books

Formula Junior John Blunsden Published by Motor Racing Publications

Formula Junior Competition Cars by Motor in assoc Temple Press

Formula Junior: Dal 1958 AL 1963 by Luigi Orsini published by L'Editrice dell'Automobile

Formula Junior Racing Cars ... remembered by Bernard Cowdrey ISBN 1-870519-17-5

Formula Junior The Complete A to Z by Bernard Cowdrey ISBN 1870519-66-33

Formula Junior by Colin Pitt ISBN 1-84155-143-0

Historic Racing Cars in Australia by John Blanden

Appendix 10 Ausper Individual Histories

The Tomahawk FJ/Mkl/01



16th October 1960 at Brands Hatch



Autosport 30th December 1960



1963 Mike Wesson



2006

1960 Appeared as the Tomahawk unpainted, BMC powered, Brands Hatch, 27th August 1960 at Brands Hatch, Driver Peter Jopp

1961 The Mkl works car driven by Steve Ouvaroff in the early part of the season partly updated to MkIII specification and raced with a Ford engine. Chassis lengthened to allow Steve Ouvaroff to "sit" in the car.

1962 Laid aside and dismantled

1963 Given incomplete plus cash to Gordon Littleford

1963 Bought by Mike Wesson, Rhodesia, assembled it and raced it using 1500 Alfa engine

1968 Sold to Norman Moss, raced in Rhodesia as a F1.

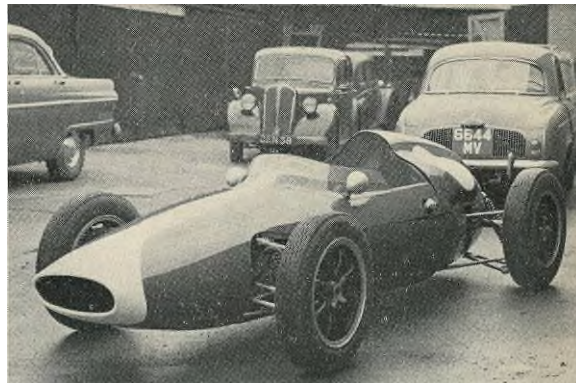
1969 Sold to Dave Pinder-Brown, Rhodesia, not raced

1989 Sold to John Amm, South Africa, not raced, not much left of it by now, body/chassis and some suspension

1995 Sold to Ivan Glasby an South African who moved to Australia

2001 Sold to Dick Willis, Australia. Restored to Ford powered FJ format and raced in Historics

The Whitehead Car FJ/MkII/02



1960 at CCoA



March 2008

VALID FOR 1972

DETAILED SPECIFICATIONS OF AUTOMOBILE

REGISTERED No. (if any)

General:
 Wheelbase 54 ins. Track 48 ins. (Front)
 Dry Weight 550 lbs. 49 ins. (Rear)
 Brake Type (Front) DISC (Rear) DRUM
 Method of Actuation HYDRAULIC
 No. of Master Cylinders TWO
 Wheel Size (Front) 5 x 13
 (Rear) 6 x 13

Engine:
 Make FORD Eng. No. 5426384
 No. of Cyls. 4 Configuration IN LINE
 Bore 3.057 cms. Stroke 7.376 cms.
 Valve Location and Actuation OHV PUSHROD
 State whether supercharged NO

Transmission:
 No. of Speeds (Fwd.) 4 (Rev.) 1
 Gear Ratios 3.60 1.93 1.22 1.00 : 1
 Final Drive Ratio 4.8 : 1
 Limited Slip Differential? -

Bodywork:
 Type (Open or Closed) OPEN
 If open, Sports or Racing? RACING
 Construction Material ALUMINUM
 Color RED

VALID FOR 1972

Make/Identity and Model AUSPER - Sebring Special Serial No. W 180
 Year of Manufacture 1961/62 Cubic Cap. 1600 c.c. Date of Issue 26/2/1967
 Category ONE Formula/Classification FORMULA 6000 Issue — { Original
Continuation
Replacement

DATE	CIRCUIT	REMARKS	SCRUTINEER
2-3-69	WIMMERD	OK	Robbie Doyle
30-3-69	MT BROWN	OK	Robbie Doyle
3-5-69	LAN.	OK	Robbie Doyle
26-7-69	WIM	OK	Robbie Doyle
27-2-71	Surfers	Photos to be changed. OK	Robbie Doyle
13-3-71	Leaside	OK	Robbie Doyle
17-4-71	Leaside	OK	Robbie Doyle
15-5-71	Surfers	OK	Robbie Doyle

VALID FOR 1972

Make/Identity and Model AUSPER - Sebring Special Serial No. W 180
 Year of Manufacture 1961/62 Cubic Cap. 1600 c.c. Date of Issue 26/2/1967
 Category ONE Formula/Classification FORMULA 6000 Issue — { Original
Continuation
Replacement

RECORD OF VEHICLE OWNERSHIP

Owner first registered with CAMS as Don Hall SPEED SHOP
 of (address) 354 Parkway Rd. Parnara WA Date 26 Feb 1967 CAMS STAMP M

DATE	OWNERSHIP	TRANSFERRED TO
14-2-69	Worral Auto Service	345. Baganuiet St. Weymouth WA
19-4-71	Bob Webb	37 Ventura Rd Mermaid Beach QLD

ON CHANGE OF OWNERSHIP THIS LOG BOOK MUST BE RETURNED WITHIN 7 DAYS TO CAMS SECRETARY FOR ENDORSEMENT

FJ/MkII/02Logbook

1960 Sold to Laurie Whitehead, Australia imported and widely raced by him in Australia

1963 Sold to Max Paterson, Victoria raced as 1100 FJ & 1500

1965 Sold to Don Hall, West Australia, fitted with twin cam 1500 Ford, and altered tail, raced in Western Australia

1968 Sold to Bob Webb, Queensland and raced in 1971 Gold Star events with a 1600cc engine. The body was put on the roof of his garage as an advert

1971 Sold to Peter Larnier (engine builder) of Victoria Australia in part exchange for a Rennmax

1972? Sold to Ed. Flannery, Victoria

1998 Part restored to FJ, now with N Almond in Victoria Australia

1961 MkIII Works car FJ/MkIII/03 (DCPR T3.03)



1961 at CCoA



1964 at Silverstone



Piers Courage in "Bubbles" MkIII



2006



2008 Phillip Island with Tomahawk

1961 Works Car the MkIII prototype raced by Steve Ouvaroff in the later part of the season.

1962 Not used per Roy Pike email to DCPR

1964 Antony "Bubbles" Horsley per Roy Pike email to DCPR 1500cc Ford per results.

1964 Autosport Oct 30th P715. C Lucas Ausper 1961, T3, F3 Holbay Motor, Renault box, An ideal hill - climb car. C Lucas office Rev 6784

1964 Autosport Nov 6th, 13th & 27th Ausper T3 F.J. fitted Holbay 86 b.h.p. F3 engine. Many Spares. Ideal Club car. £625 various phone numbers including CHIswick 4265

1966 (Probably) 11th November Autosport page 821 Ausper FJ Works car completely rebuilt this year, wide wheels, Green Spots, fitted 115 b.h.p.1500 Ford engine £495 or less engine £385 spare wishbones and body panels. RODney 5660 (First part of advert for Gibson car)

1967 (Probably) 13th January Autosport page 69 EX Works FJ Completely rebuilt this season year, engine, fitted new Ford 1,500cc, needs running in. Wide rims Green Spots, complete with spares and trailer. Must sell, £365 o.n.o. Tel HlTher Green 9136

1967 Roger Porteous Jersey

19?? Richard Roche Jersey

1976 March Motor Sport probably "Formula Junior chassis complete with body work, suspension etc. Believed Asp or Ausper. Offers to 01-328-2949"

1976 Alan Dix Jersey

1985 Rodney Tolhurst, of Lenham Storage Restored by Alan Bailey and Raced in UK Historic events driven by Roy Drew

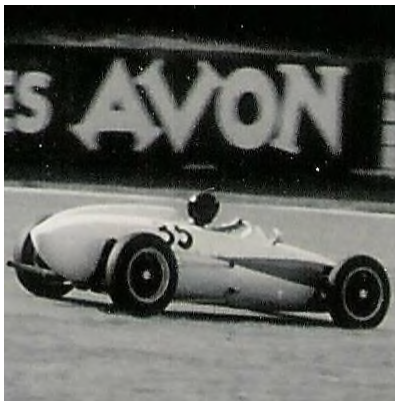
1997 Sold to John Ferris, UK

2004 Sold to Vernon Williamson, Lasswade, Scotland

The Pike Car FJ/MkIII/04 (DCPR T3.04)



Roy Pike Brands Hatch 6th May 1962



1962 - Crystal Palace



2006

1962 Roy Pike from USA bought as a kit for £1000 built at Ausper works and raced UK FJ events during 1962 probably had 12 starts. See Road & Track June 1966 page 42). This car uses one of the two production chassis

1963 Sold (Grizzley Engineering Folsom California) and used by William Webb, Arizona USA. West Coast FJ races

1964 Wrecked in serious accident, rebuilt as a USA Formula A car with a Ford V8 engine destroked to 3 litres and a Colotti Box the Grizzly torque special. Won USA West Coast Championship in 1966

1966 Irv Dickson, USA

19?? Bob Ehrlich, USA Won the Pacific division Formula A Crown.

19?? Rich Nelson USA

1978 Mike Blackie, USA

19?? (after 1995 per M Blackie letter) Brad Balles, USA in storage until 1978. Dramatically changed in appearance from a MkIII Ausper and currently being rebuilt in Texas to its Formula A format.

1962 MkIV Works Car FJ/MkIV/05



John Rhodes race winner Brands Hatch 27th May 1962
Probably the only win in an Ausper



John Rhodes at Silverstone 1962



Peter Carpenter at Modena July 1962



Grant Wilson 2004



David Methley 2006

1962 AUSPER

Formula Junior

HISTORY

Designed & built in 1962 by
Tom Hawkes
Competition Cars of Australia, Ltd.
London, England/
Victoria, Australia

Owned since 1989 by
Clark Hine
Chicago, IL

Restored in 1991 by
Paradise Motorsport
Lombard, IL

■ *A Concours Winner in Both '91 & '92*

Best Race Car &
Best in Show
CHR Road America 1991

Best Formula Car &
Best in Show
SVRA Mid-Ohio 1992

The Last Detail
Monoposto Concours
Winner both 1991 & '92

■ *An Extremely Rare Racer*

- One of only two T4's ever built
- Only one known to exist today

■ *The T4 Ausper's Auspicious Debut -- 1962*

- *"Technically, the most interesting Junior at the (London) show was the Ausper, built in London by Australian Tom Hawkes."*
Sports Car Graphic, 1962
- 4th Place in First Race
Silverstone International FJ Race ... May 12
Driven by John Rhodes
- 1st Place
Brands Hatch National FJ Race ... May 27
Driven by John Rhodes
- Ausper withdrew from racing midway through 1962 season due to financial difficulties

■ *The Awesome Ausper: Innovative, Beautiful and Trick!*

The Ausper T4 may be the most innovative and beautiful Formula Junior ever built. Many of the car's trick features were highly unusual, if not unique, for the period:

- Laid down engine ... 15° from horizontal ... low profile and center of gravity
- Transfer case between engine and transaxle ... moves power to center of car
- Rocker arm front suspension ... springs and shocks inside bodywork
- Push rod rear suspension ... springs and shocks inside bodywork
- Dry sump 5-speed gear box ... by Colotti-Francis
- Two piece wheels ... magnesium hubs and aluminum rims ... by Boranni
- Aluminum alloy bodywork ... integral fuel and oil side tanks
- Disc brakes front and rear ... with alloy callipers
- Cosworth Ford engine ... with 2 Weber *down*drafts ... rebuilt by PHP

1962 One of the Works cars with a 75 degree engine and Colotti-Francis gearbox driven by Brian Gubby at Rouen on 8th July 1962. It is the car that was driven by John Rhodes earlier in the season.

1962 Peter Carpenter tested on continent but not raced. 75 degree engine, converted to Coil springs then brought to USA by Peter Carpenter but not raced by next three owners

1981 Sold to John Kiner, Ohio

1987 Sold to Homer Tsakis

1988 Sold to Frank Mayer, Colorado

1989 Sold to Clark Hine, New York in dismantled condition for \$27,500.00
Restored 1991 by Paradise Motorsport. For sale in 2001 at the New England
Classic Car Company 75 degree engine Colotti/Renault gearbox

2004 Sold to Grant Wilson, UK

2006 Sold to Jim Chapman

2006 Sold to David Methley

2008 Sold to Will Stone

2009 Sold to Vernon Williamson

The Brian Gubby Car FJ/MkIV/06



Brian Gubby



Paddy Alfrey at Brands Hatch 28th November 1965

1962 One of the Works cars with 75 degree engine and Collotti-Francis gearbox driven by John Rhodes at Rouen on 8th July 1962. It was later bought and driven by Brian Gubby at several events. This car is stamped on the chassis T4.700

1963 Bought by B. Gubby, raced Monaco FJ event finished 10th

1963 7th June Autosport page 811 Ausper F/J/2 1100, Dry Sump, five-speed box. Last year's works car completely modified, 10th Monaco 1963, Offers Farnborough 1817

1965/6 Paddy Alfrey

Car lost and current location unknown advised by Martin Cowell in 2014 that the car had been seriously modified at the front to have coil over dampers

1968 Probably the Green Formula Ford at Castle Combe 25th May 1968??

Perhaps the modified Gubby chassis??

1973 Startline February Andrew Lee Anderson bought the ex Bruce West F.N.C. powered by a 1600cc engine, using the Martin 12 valve head. Startline July/August "Andy Anderson is interested in tracing the history of the F.N.C. The car was named the F.N.C by its previous owner, Bruce West, who raced it under that name last season, his being the car's first known appearance in the club. It is thought that the car may have been in the Monoposto Club prior to this under another name. The drum brakes at the rear suggests that it was possibly built in the early days of formula Junior before regulations allowed discs. Some resemblance has been noted to the Ausper chassis which was a lesser known Formula Junior car and would fit the other evidence. Any information would be very welcome and should be directed to Andy himself, or to the Editor who will pass it on."

1974 Startline October "Andy Anderson has put the F.N.C back together following its blow-up at Cadwell Park earlier this year. The car now fitted with a VW 1500 gearbox and made an appearance at Silverstone. The car is to be driven next year by Mike Green."

1975 Startline March "Andy Anderson has sold the FNC to new memeber Barry Dreghorn who hopes to campaign the car in Mono events this season"

1995, Sold to Martin Cowell?

2002 Sold to Jill Carter, Raced in Historic events. Upright engine and Hewland Gearbox.

2006 Sold to Roger Woodbridge UK.

1962 MkIV John Ampt car FJ/MkIV/07



Here is your chance to obtain a genuine factory F.J. car at a sensible price. John Ampt's Ausper is available at only £1550 — in immaculate condition and ready to win races.

The car is equipped with a genuine works dry sump Cosworth motor and Colletti Francis 5 speed gearbox.

This is one of the best buys on the market and full details and further information can be obtained from:

John Harnett of

JOHN HARNETT MOTOR ENGINEERING
1A Salisbury St., Moonee Ponds. Phone 37 3413.



KIEPER-COSWORTH ANF2. Ex-John Ampt works car, dry sump 444. IX Cosworth-Fair engine, 5-speed Type 25 Colletti gearbox, R7 Dunlops, 6000 revs fuel tanks, Bendix fuel pump. Consistent placewinner. Complete with Don Packer lightweight trailer and spares. P.O.A. Andy MacGregor, 116 High Street, Armadale, Vic. 320-1704.



1968 McGregor-Cosworth FORMULA 2. Ex-John Ampt 1968. 2.0 litre 444. IX Cosworth-Fair engine, 5-speed Type 25 Colletti gearbox, R7 Dunlops, 6000 revs fuel tanks, Bendix fuel pump. Consistent placewinner. Complete with Don Packer lightweight trailer and spares. P.O.A. Andy MacGregor, 116 High Street, Armadale, Vic. 320-1704 (Vic.).



Andy McGregor Catalina Park (Katoomba) circa 1970 in modified Ausper

1962, Sold new to John Ampt with 30 degree engine, Raced in UK FJ events then shipped home to Australia. Raced in Australian FJ events mainly in Victorian in late 1962/63

1964, Sold, Andy McGregor Vic, Raced 1964/68. For Sale 1968/9 30 degree engine, coil springs and Colotti gearbox. Shipped to UK by Andy MacGregor.

1972 Startline Winter The car had been raced at Brands Hatch to 9th place by Andy. One of 4 races he did that year. Car for sale as a Monoposto in Winter 1972 Startline "MacGregor-Cosworth Built 1970, specially prepared to run in this year's Monoposto Championship, Tubular space frame chassis, aluminium and fibre-glass body. Alloy fuel and oil tanks, suspension fully rose jointed. Armstrong (22) full adjustable coil spring/damper units. 9" front and 11" rear wheels, all steel 1000cc M.A.E. Cosworth engine (brand new only Dyno run) dry sump, 5 speed type 28 Collotti gearbox (Renault based). Also the following spares: 2 x 9" wheels, 2 x 11" wheels (for wet use) 1 Driveshaft, 2 rear wishbones 1 A3 camshaft, 1 cyl. Head c/w valves etc. 3 pairs gear ratios including an alternative top gear. 1 spare differential, 2 sliding dog gear selectors (2nd to 3rd) and (4th to 5th) Also various other spares. The whole car is immaculate and ready to run, and is available with all running data, gear ratio charts, dyno sheets, etc. £650 Apply Andy MacGregor, 193 Elm Road, Leigh-on-Sea, Essex."

1974 Startline April "Mike Stevens has converted the MacGregor to 1500cc and made chassis changes; with some Brabham parts it is believed. It is expected the car will make its debut later in the year." M. Stevens Flat 5; 21 New Street Milnsbridge Huddersfield. The telephone number was Brighouse 2406. The car may have become known as a Kitchener.

19?? Car bought by Roger Hurst and then and sold to Martin Cowell?

2014 Chassis plate T407, wheels, steering wheel etc with Andy MacGregor and bought by Vernon Williamson.

The MkIII Murlap (Murphy) car FJ/MkIII/08 (DCPR T3.05)



Then 1966



Mike Littlewood 1978



Marv Primack 2005

1964 Jan 24th Autosport P123, Seeking Ausper drawings and parts. Mr Lapham London S.E.5

1965 Bought from D & A Shells by G E Murphy and built as a Murlap with a 1000cc engine. Murlap was short for MURphy and LAPham and they built two Formula 3 cars using unused Ausper Formula Junior chassis. This car uses one of the two chassis built by Lister the sister car being the Pike car. Pictures show car as dark with stripes. Raced at 750MC at Snetterton on 30th May 1965.

1966 11th November 1966 Autosport page 821: - Ausper FJ fitted Climax engine, ex Arundell, wide rim mag. Wheels, green spots, nine races from new £500 (second part of advert for Ex Horsley car) – Phone RODney 5660

1967 3rd February Autosport page 182:- Ausper FJ rear engine, fitted 1100cc Climax ex Arundell, wide rim mag. Wheels, superb aluminium body, nine races from new, never damaged, with or without engine, trailer £385. Exchanges considered, road or track - Phone RODney 5660

1967 R G H Gibson (his father had a garage) then raced at Oulton Park in various colours. Bought the car painted green with yellow stripes. Re painted the car Venetian Gold.

1967 Sold to Bill Durrant Stoke on Trent and raced at Oulton Park

1968 Thomas Williams raced at Oulton Park 14th September 1968 1098cc Climax motor coloured bronze (Venetian Gold?)

19?? Mr M S Smith from Stone Staffordshire raced in Monoposto for sale in Startline in January 1975. FJ Ausper, rear engined Ford, 1.0 litre VW Gearbox, new racing tyres, full seat belts, 90% finished with all parts complete & spares. £250 or £200 less engine. M S Smith, 12 Hawthorn Ave, Stone, Staffs

197? (Probably) N K Wain, Badger Hill, Park Lane, Rock End, Kynpersley, Stoke-on-Trent

1976 (Probably) March Motorsport Formula Junior chassis complete with body work, suspension etc, believed Asp or Ausper. Offers to 01-328-2949

1977 Mike Harrison UK and restored by Peter Denty during 1977/78 then raced in UK FJ races often with Mike Littlewood as the driver see Autosport 26th October 1978 page 47 and 9th November 1978 page 10

1982 Bert Saddock, in USA

1996 Sold to Marv Primack, Chicago, Raced in US Historic events

2006 Sold to Alex Morton and raced in UK Historics

2018 Sold to David Drew

The MkIV Murlap (Lapham) car FJ/MkIV/09



Murlap - Lapham 1965

Murlap - Lapham 1965



John Fossey sand racing in Jersey



Jill Carter 2005

1964 Jan 24th Autosport P123, Seeking Ausper drawings and parts. Mr Lapham London S.E.5

1965 Barry G Lapham bought from D & A Shells and then built as a Murlap - Lapham with a new fibreglass body and coil suspension and 1100cc Ford (see Mallory Park 9th October 1966) 75 degree engine. Murlap was short for MURphy and LAPham and they built two Formula 3 cars using unused Ausper Formula Junior chassis. This could have been another Mk IV chassis or perhaps the extra Mk II chassis that was made but never sold.

1966 Mr Leslie – on loan?

1967 Probably 28th July 1967 Autosport page 177:- Ausper F3 car. Brand new body, mag. Alloy wheels, VW box with Lotus ratios. A one owner car, never

driven in anger. Fully sorted ready to race. Less engine. Suitable Formula Ford, Monoposto, Libre £340 o.n.o – Butt, Ripley 2465.

1967 Mike Weston, Alfa engine.

1972 Tom & Glyn Maguire, sand raced & hill climbed, 4.7 litre Ford V8 engine!

19?? John Wooley,

19?? Bob Touzel, 1500cc Ford, hill climbs

19?? Stan Pinglaux sand racing

1990 Sold to John Fossey, Jersey

1995 for sale by J. Fossey at 3500 pounds with a Rover V8 supercharged engine rubber cones front, coils rear

1995, Sold to Martin Cowell, UK. Part restored

Appendix 11 Results (16th April 2008)

Ausper race results

Who	Car No	Race	Date	Comment	Confirmed	Type	Car	Entrant
		Brands Hatch	26-Dec-59	1st ever UK FJ race				
Peter Jopp	79	Brands Hatch	01-Aug-60	DNA Tomahawk (BMC/Downton)	Formula 2 web			Driver
Peter Jopp	45	Goodwood	20-Aug-60	DNA Tomahawk (BMC/Downton)	Formula 2 web			Driver
Peter Jopp	89	Brands Hatch	27-Aug-60	24th (BMC Downton)	Formula 2 web			Driver
Peter Jopp	1	Silverstone	01-Oct-60	DNA Tomahawk (BMC/Downton)	Formula 2 web			CCoA
Peter Jopp		Brands Hatch	09-Oct-60	Finished 9th	No Reference found			CCoA
Peter Jopp	64	Brands Hatch	16-Oct-60	DNA Tomahawk (BMC/Downton)	Formula 2 web			CCoA
Laurie Whitehead	N/A	Island meeting Snetterton	01-Jan-61	DNF	Australian Motor Sport April 1961		T2	T202
	35		25-Mar-61	DNA Ausper Ford	Formula 2 web			Driver
				Event 3 finished 7th Event 6 finished 3rd				
Laurie Whitehead	N/A	Bathurst Easter Meeting	03-Apr-61	3rd	R G Willis		T2	T202
Steve Ouvaroff	35	Snetterton	25-Mar-61	DNA	Formula 2 web		T3	CCoA
Steve Ouvaroff	70	Oulton Park	15-Apr-61	DNS/DNA per program	Formula 2 web		T3	CCoA
Steve Ouvaroff	73	Aintree	22-Apr-61	DNS/DNA per program	Formula 2 web		T3	CCoA
Steve Ouvaroff	11	Nurburgring	30-Apr-61	DNA	Formula 2 web		T3	CCoA
Steve Ouvaroff	62	Monaco	13-May-61	Finished 25th Car Number 62	Formula 2 web		T3	CCoA
				Track test (date guessed but immediately prior to Crystal Palace)				
Laurie Whitehead	N/A	Snetterton	20-May-61	Finished 2nd	R G Willis		T2	T202
Steve Ouvaroff	50	Warwick Farm NSW	21-May-61	Finished 2nd	Formula 2 web		T3	CCoA
Steve Ouvaroff	32	Amley Trophy Crystal Palace	22-May-61	8th in Anerly Trophy	Formula 2 web		T3	CCoA
Laurie Whitehead	3	Rouen Grand Prix	04-Jun-61	Retired	Formula 2 web		T3	CCoA
Steve Ouvaroff	4	Mallala 5th Australian GP	12-Jun-61	DNF completed 2 laps	Web		T2	T202
Steve Ouvaroff	32	Snetterton	18-Jun-61	DNF	Formula 2 web		T3	CCoA
Peter Jopp	33	Reims	02-Jul-61	Finished 19th	Formula 2 web		T3	CCoA
Steve Ouvaroff	37	Reims	02-Jul-61	Finished 40th	Formula 2 web		T3	CCoA
Steve Ouvaroff	37	Silverstone	08-Jul-61	Finished 26th	Formula 2 web		T3	CCoA
Steve Ouvaroff	37	Solitude	23-Jul-61	Finished 7th	Formula 2 web		T3	CCoA
Steve Ouvaroff	38	Solitude	23-Jul-61	Qualified 14th retired in race / Finished 15th overall	Formula 2 web		T3	CCoA
Steve Ouvaroff	29	Aintree	07-Aug-61	Finished 25th	Formula 2 web		T3	CCoA
Steve Ouvaroff	45	Goodwood 26th RAC Tourist Trophy	19-Aug-61	Heat 1 10th Overall 15th Overheated	Formula 2 web		T3	CCoA
Steve Ouvaroff	15	Crystal Palace	02-Sep-61	7th in Heat & 8th in Final	Formula 2 web		T3	CCoA
Steve Ouvaroff	20	Goodwood	16-Sep-61	DNA	Formula 2 web		T3	CCoA
Laurie Whitehead	9	Warwick Farm NSW	17-Sep-61	FJ Finished 3rd	R G Willis		T2	T202
Steve Ouvaroff	31	Oulton Park Gold Cup	23-Sep-61	Qualified 10th & 4th in Final	Formula 2 web		T3	CCoA
Steve Ouvaroff	106	Snetterton Vanwall Trophy	30-Sep-61	5th	Formula 2 web		T3	CCoA
Steve Ouvaroff	75	Silverstone Clubmans Championship	07-Oct-61	4th	Formula 2 web & Motorsport		T3	CCoA
Steve Ouvaroff	26	Snetterton	08-Oct-61	Retired lap 5	Formula 2 web		T3	CCoA
Laurie Whitehead	N/A	Mallala	09-Oct-61	DNF classed 16th	Australian FJ listing		T2	T202
Laurie Whitehead	3	Calder Park Vic	14-Jan-62	5th	Australian FJ listing		T2	T202
None	35	Snetterton	25-Mar-62	DNA	Formula 2 web		T3	CCoA
John Rhodes	31	Silverstone Commander Yorke Trophy	31-Mar-62	DNA	Formula 2 web		T4	CCoA
Brian Gubby	54	VII Vanwall Trophy	14-Apr-62	DNA	Formula 2 web		T4	CCoA
John Rhodes	39	Goodwood XIV Clithester Cup	22-Apr-62	DNA	Formula 2 web		T4	CCoA
Roy Pike	49	Brands Hatch	23-Apr-62	DNF Heat 2 & DNQ	Formula 2 web		T3	Driver
John Rhodes	48	Mallory Park	23-Apr-62	Not Known (17th?)	Formula 2 web		T4	CCoA
John Rhodes	39	Goodwood	23-Apr-62	DNA	Formula 2 web		T4	CCoA
John Rhodes	40	Aintree	28-Apr-62	DNA	Formula 2 web		T4	CCoA
				1st Overall and fastest lap 73.18Mph in the FJ and FJ500 race then 6th in the				
Roy Pike	20	John Davy Trophy Brands Hatch	06-May-62	FJ race	Formula 2 web		T3	Driver
John Rhodes	3	Silverstone International Trophy	12-May-62	Qualified 20th finished 4th	Formula 2 web		T4	CCoA
Brian Gubby	3	Silverstone International Trophy	12-May-62	DNA	Formula 2 web		T4	CCoA
Roy Pike	115	Aintree	19-May-62	3rd	Formula 2 web		T3	Driver
Roy Pike	32	Cadwell	20-May-62	2nd	Formula 2 web		T3	Driver
John Rhodes	58	Brands Hatch	27-May-62	2nd pole & 1st in race	Formula 2 web		T4	CCoA
Roy Pike	55	Brands Hatch	27-May-62	DNF	Formula 2 web		T3	Driver
Brian Gubby	84	IV GP Monaco	02-Jun-62	27th	Formula 2 web		T4	CCoA
John Ampt	82	IV GP Monaco	02-Jun-62	DNA	Formula 2 web		T4	CCoA
Brian Gubby	45	Goodwood Whit Meeting	11-Jun-62	8th at Goodwood	Formula 2 web		T4	CCoA
Roy Pike	68	Anerley Trophy Crystal Palace	11-Jun-62	Heat 2 3rd & 12th in final	Formula 2 web		T3	Driver
Roy Pike	N/A	Silverstone MMEC club	23-Jun-62	3rd	Formula 2 web		T3	Driver
Roy Pike	104	Veodol Trophy Brands Hatch	01-Jul-62	7th	Formula 2 web		T3	Driver
Brian Gubby	65	VI Coupe Internationale de Vitesse des Juniors 1962 Reims	01-Jul-62	Heat 2-18th Final-DNF	Formula 2 web		T4	CCoA
John Rhodes	66	VI Coupe Internationale de Vitesse des Juniors 1962 Reims	01-Jul-62	Heat 1-DNF Final-DNQ	Formula 2 web		T4	CCoA
John Rhodes	54	VI Coupe Internationale de Vitesse des Juniors 1962 Rouen	08-Jul-62	Heat 1-DNF Gearbox	Formula 2 web		T4	CCoA
Brian Gubby	56	VI Coupe Internationale de Vitesse des Juniors 1962 Rouen	08-Jul-62	Heat 1-DNF Gearbox	Formula 2 web		T4	CCoA
Roy Pike	38	Chelms Trophy Snetterton	08-Jul-62	22nd	Formula 2 web		T3	Driver
Roy Pike	17	Aston Martin Trophy Silverstone	14-Jul-62	5th	Formula 2 web		T3	Driver
John Rhodes	19	Aston Martin Trophy Silverstone	14-Jul-62	Actually drove an Alexis finished 19th	Formula 2 web & Motoring News		T4	CCoA
Brian Gubby	20	Aston Martin Trophy Silverstone	14-Jul-62	20th	Formula 2 web		T4	CCoA
John Ampt	21	Aston Martin Trophy Silverstone	14-Jul-62	18th	Formula 2 web		T4	CCoA
P Carpenter	N/A	Modena Aerautodrome	15-Jul-62	Testing Pils (day unknown mky OK)	from Klementaski collection		T4	
Roy Pike	29	Snetterton	15-Jul-62	spun and crashed into banking	Formula 2 web & Autosport		T3	Driver
Roy Pike	9	John Davy Trophy Brands Hatch	22-Jul-62	8th	Formula 2 web		T3	Driver
Roy Pike	54	John Davy Trophy Brands Hatch	06-Aug-62	DNF	Formula 2 web		T4	CCoA
John Ampt	55	John Davy Trophy Brands Hatch	06-Aug-62	DNA	Formula 2 web		T4	CCoA
Brian Gubby	56	John Davy Trophy Brands Hatch	06-Aug-62	DNF	Formula 2 web		T4	CCoA
Roy Pike	11	Goodwood	18-Aug-62	DNF drive shaft	Formula 2 web		T4	CCoA
Brian Gubby	14	Goodwood	18-Aug-62	DNF gearbox	Formula 2 web		T4	CCoA
John Ampt	23	Goodwood	18-Aug-62	DNF	Formula 2 web		T4	CCoA
P Carpenter	34	Crystal Palace	01-Sep-62	DNA	Formula 2 web		T4	Driver
Roy Pike	35	Crystal Palace	01-Sep-62	4th	Formula 2 web		T3	Driver
John Ampt	21	Castle Combe	08-Sep-62	11th	Formula 2 web		T4	CCoA
				CCoA failed??				
Laurie Whitehead	3	Calder Park Victoria	09-Sep-62	1st	Formula 2 web		T2	T202
Laurie Whitehead	5	Hume Weir Albury NSW	23-Sep-62	Race 1 5th & Race 2 DNF	Formula 2 web		T2	T202
Roy Pike	62	Molyslip Trophy & IV Vanwall Trophy Snetterton	29-Sep-62	DNA	Formula 2 web		T3	Driver

Revised 27th December 2006

Ausper race results

Brian Gubby	53	Molyslip Trophy & IV Vanwall Trophy	29-Sep-62	DNF	Formula 2 web	T4	Team Censored
Roy Pike	59	Daily Herald Trophy Silverstone	06-Oct-62	10th	Formula 2 web	T3	
Brian Gubby	15	LV BARC Meeting Goodwood	06-Oct-62	DNA	Formula 2 web	T4	Team Censored
John Ampt	1	Winton Vic	09-Dec-62	1st & 1st	Formula 2 web	T4	Driver
Brian Gubby	31	John Davy Trophy Brands Hatch	26-Dec-62	DNA	Formula 2 web	T4	Driver
P Carpenter	32	John Davy Trophy Brands Hatch	26-Dec-62	DNA	Formula 2 web	T4	Driver
John Ampt	31	Calder Park Victoria	24-Feb-63	Not Known	Australian FJ listing	T4	Driver
Laune Whitehead	17	Calder Park Victoria	24-Feb-63	Not Known	Australian FJ listing	T2	T202 Janlaw Motors
John Ampt	31	Sandown Victoria	11-Mar-63	1st	Australian FJ listing	T4	Driver
Max Paterson	33	Sandown Victoria	11-Mar-63	Not Known	Australian FJ listing	T2	T202 Driver
William Web	N/A	Tuscon Arizona	30-Mar-63	Finished 10th	R G Willis & DR		
William Web	N/A	Tuscon Arizona	31-Mar-63	Finished 7th	R G Willis & DR		
Brian Gubby	12	BRSCC Mallory Park	15-Apr-63	DNA	Formula 2 web	T4	Team Censored
William Web	N/A	Del Mar	27-Apr-63	Finished 6th	R G Willis		
William Web	N/A	Del Mar	28-Apr-63	Finished 3rd	R G Willis		
Brian Gubby	20	BRSCC Mallory Park	02-Jun-63	7th	Formula 2 web	T4	Driver
Brian Gubby	61	Grand Prix de Monaco - Junior	25-May-63	10th heat 1 & finished 18th	Formula 2 web	T4	Driver
Brian Gubby	96	V Coupe de Vitesse Rouen	23-Jun-63	Heat 1 DNF 26th overall	Formula 2 web	T4	Driver
Brian Gubby	32	VII Coupe de Vitesse des Juniors Reims	30-Jun-63	Qualified 24th Finished 19th	Formula 2 web	T4	Driver
Tony "Bubbles" Horsley	17	Mallory Park	08-Mar-64	8th	F2 Register	T3	Driver
Tony "Bubbles" Horsley	1	Goodwood F3	14-Mar-64	DNF classed as 3rd	F2 Register	T3	Driver
Tony "Bubbles" Horsley	35	Oulton Park	21-Mar-64	8th	F2 Register	T3	Driver
Tony "Bubbles" Horsley	73	Aintree "200" F3	18-Apr-64	DNA	F2 Register	T3	Driver
Tony "Bubbles" Horsley	2	Daily express Trophy Silverstone F3	02-May-64	15th	Formula 2 web	T3	Driver
Tony "Bubbles" Horsley	126	Schleizer Dieselock F3	14-Jun-64	Started 10th & finished 6th	Formula 2 web	T3	Driver
Tony "Bubbles" Horsley	N/A	Cesena F3	21-Jun-64	Heat 2 - 9th Final - DNQ	Formula 2 web	T3	Driver
Tony "Bubbles" Horsley	66	Monza F3	28-Jun-64	DNF	Formula 2 web	T3	Driver
Tony "Bubbles" Horsley	35	Norising F3	05-Jul-64	DNS	Formula 2 web	T3	Road Runner Team
Helsby	32	Snetterton	30-Aug-64	19th	Formula 2 web		
Tony "Bubbles" Horsley	N/A	Wunstorf F3	13-Sep-64	Started 14th & finished 14th	Formula 2 web	T3	Driver
Tony "Bubbles" Horsley	46	Monthery F3	20-Sep-64	DNF but 14th	Formula 2 web	T3	Driver
Tony "Bubbles" Horsley	47	Nurburging F3	27-Sep-64	Started 23rd & DNF	Formula 2 web	T3	Driver
Tony "Bubbles" Horsley	20	Nurburging F3	04-Oct-64	DNA	Formula 2 web	T3	Driver
William Web	12	Riverside	11-Oct-64	39th (Buick V8 3500cc)	Formula 2 web	T3	California racing Partnership
Paddy Afrey	155	Silverstone	11-Sep-65	15th	Formula 2 web	T4	The Tulip Stable
Paddy Afrey	184	St Andrews Cup Brands Hatch	31-Oct-65	16th	Formula 2 web	T4	Driver
Paddy Afrey	25	Lombank Trophy Brands Hatch	26-Dec-65	16th	Formula 2 web	T4	Driver
Don Hall	N/A	Lesmurdie Hill Climb	1965	4th FTD & 3rd in Class	www.terrywalkersplace.com	T2	T202
Mike Wesson	N/A	Rhodesian GP Kumba	04-Dec-66	DNF	South African web listing	T3	Driver
Paddy Afrey	17	Les Leston Champ Brands Hatch	06-Mar-66	9th	Formula 2 web	T4	Driver
Paddy Afrey	19	Les Leston Champ Mallory Park	13-Mar-66	7th	Formula 2 web	T4	Driver
Paddy Afrey	22	Les Leston Champ Mallory Park	26-Apr-66	DNF	Formula 2 web	T4	Driver
Mike Wesson	N/A	Rhodesian GP Kumba	07-May-67	DNF lap 23 engine failed	South African listing	T3	Driver
Don Hall	18	Caversham Western Australia	06-Mar-67	Labor Day Speed classic 3rd FTD, 2nd Event 2, 5 & 11	www.terrywalkersplace.com	T2	T202 Driver
Bob Webb	20	Wanna Park	May-69	Lex Davidson	www.terrywalkersplace.com	T2	T202
Bert Saddock	N/A	Donnington	31-Jul-82	Not known	Program for event & S Wilkinson email	T3	
Bert Saddock	N/A	Donnington	01-Aug-82	Not known	Program for event & S Wilkinson email	T3	
Brett Francis	61	Goodwood	17 / 19-Sep-99	Not known	Photographs	T3	John Ferris
Marvin Primeck	16	Elkhart Lake Vintage Festival	26-Sep-99	Finished 6th	VSCDA	T3	Driver
Marvin Primeck	16	Grafton Raceway XV Grand Prix	18-Aug-01	Race report DNS	VSCDA	T3	Driver
Marvin Primeck	61	Edebrock Sprint	1-Aug-02	Not Known	2002 SVRA	T3	Driver
Marvin Primeck	76	Grafton Raceway XV Grand Prix	18-Aug-02	7th in race	VSCDA	T3	Driver

Revised 27th December 2006

Appendix 12 Chassis Numbering

In 2004 Dick Willis and Vernon Williamson came up with a number for each chassis based on the then known chassis numbers and history. Whilst that is largely correct there are errors. Additionally there is the correct numbering based on the assembly sequence of the cars as the foregoing shows. The assembly sequence is the normal way to number cars in that chassis numbers are allocated when the car is assembled not when the chassis is made. Allocating a chassis number when the chassis is made means the identity of the car changes when a chassis is damaged and replaced with a spare chassis (ref DVLA and Lotus chassis problems). This table cross refers all these various numbering systems.

By 1 st owner or driver	Factory	By assembly of car	Original DW/VW	Comments
Tomahawk (Jopp)	T101	MkI/01	TI01	Early 1961 works car S Ouvaroff
Whitehead	T202	MkII/02	T202	Known chassis No.
Works car 1961	T303	MkIII/03	T303	Prototype MkIII
Pike	T304	MkIII/04	T306	MkIII production chassis by Lister
Works MkIV	T405	MkIV/05	T405	Known chassis No.
Works MkIV	T406	MkIV/06	T408	
Ampt	T407	MkIV/07	T407 (T4.700)	Production MkIV (Modified tubes).
MkIII Murlap	T308	MkIII/08	T304	MkIII production chassis by Lister
MkIV Murlap	T409	MkIV/09		Production MkIV

MkIV/09 chassis is currently missing it will be interesting to see what number it has if it is ever found. It should be noted that several MkIV chassis copies were made of MkIV/06 in Australia although none have yet surfaced.

Current owners

By 1 st owner or driver	Current owner	Comments
MkI/01 Tomahawk (Jopp & Ouvaroff)	Dick Willis Australia	Fully documented history
MkII/02 Whitehead	Norman Almond Australia	Fully documented history
MkIII/03 Works car 1961 - Ouvaroff	Vernon Williamson UK	Fully documented history
MkIII/04 Pike	Brad Balles USA	Fully documented history (Chassis T305)
MkIV/05 Works car 1962	Will Stone UK	Fully documented history
MkIV/06 Works car 1962	Lost in UK	Chassis T4.7
MkIV/07 Ampt	Roger Woodbridge UK	Last known Mike Stevens UK 1974
MkIII/08 Murlap	Alex Morton UK	Fully documented history
MkIV/09 Murlap	Lost in UK	Last known Barry Dreghorn UK 1975

Appendix 13 The end - cars for sale

This advert is the sale of the cars in 1962. We believe these cars were sold the first being the MkIV/05 to Brian Gubby, the second the MkIV/06 to John Ampt and the third being the MkIII/03 to Antony "Bubbles" Horsley for F3 Racing.

768

AUTOSPORT, NOVEMBER 30, 1962

Unique opportunity to gain Grand Prix driving experience

We must apologise for the catch headline but you will be able to take a driving seat at the Guildford Motor Club's Annual Film Show on 7th December at The Astor Cinema, Guildford, doors open at 10.30 p.m., when the latest motor racing and motor-cycling films receive their first screening outside London. The latest Shell Films—*Titans I and Titans II*—are included in an exciting programme.

In all previous years we have run the film show free. This year our Treasurer says we must charge 3s.

Tickets from:

E. JONES,
60 Hermitage Wood Crescent, St. Johns, Woking.
S.A.E. appreciated. Only 750 seats available.
First come, best seats.

STRADLINGS

"THE NUFFIELD PEOPLE"



VANDEN PLAS
PRINCESS

NEWBURY Telephone 3181/5
SERVICE :: SALES :: EXPORT

IAN WALKER RACING LIMITED

have for disposal the following Unraced Engines, surplus to Team requirements, at 20% OFF LIST PRICES:

One Formula Junior Cosworth-Ford 1,100 c.c. Dry sump engine inc. Weber carbs. and manifolds, etc., for Lotus 22. 98.5 b.h.p. at 7,500 r.p.m. **£320**

One Sports/Racing Cosworth-Ford 1100. Dry sump engine inc. exhaust manifolds, etc., for Lotus 23. 98 b.h.p. at 7,500 r.p.m. **£280**

One Sports/Racing Cosworth-Ford 1,000 c.c. Wet sump engine inc. Weber carbs. and manifolds, etc., for Lotus 23. 87.5 b.h.p. at 7,500 r.p.m. **£275**

ALSO

One V/W Hewland Five-speed Gearbox, completely overhauled, fitted Lotus 22 side plates, carriers and drive-shafts, etc. **£150**
Quantity of Dunlop D.12 5.50 x 13 and 4.50 x 13 tyres, part-worn, at **£2** each.
We also have miscellaneous Lotus 22 and Lotus 23 spare parts for disposal.

ALSO

Due to customer's change of plans—**Lotus 23—ex-Team car**
This very successful car has been completely stripped and rebuilt and is now fully prepared for racing. Fitted with brand new 1,500 c.c. five-bearing Cosworth-Ford 125 b.h.p. dry sump racing engine, V/W Hewland five-speed box, long distance tanks, etc. This car has been developed as a 1,500 c.c. car and incorporates numerous modifications and improvements.
To be sold with alternative rollbars, spring and shock absorbers, etc. **£1,800**

IAN WALKER RACING, LTD.,
15-17, Brunel Road, London, W.3.
Telephone: Shepherds Bush 7022.

Classified Advertisements—continued RACING CARS—continued

1962 AUSPER WORKS CARS
No. 1. Fitted with 75 deg. installation Cosworth Ford 1,100 c.c. dry sump motor, Colotti five-speed gears, disc brakes, 40 DCOM Webers. **£1,300.**

No. 2. Fitted with 30 deg. installation Cosworth Ford 1,100 c.c. dry sump motor, Colotti five-speed gears, disc brakes, 40 DCOM Webers. **£1,250.**

Chassis-body unit, complete with tanks, seat, wishbones, rear uprights, brakes, etc. Ideal for special builder. **£100.**

10 ins. Cooper brake drums, 15 ins. Cooper wheel castings, and other components.
COMPETITION CARS OF AUSTRALIA,
Rear of 247 Goldhawk Road, London, W.12 or PARK 9052 after 8 p.m.

GEMINI Mk. IV, 1962, works cars, completely overhauled. Cosworth 1100 units, six-speed boxes, inboard discs, all round, etc. Any colour. **£1,250.** P.X. considered.—ACorn 0649.

TERRIER Mk. II, 1172, being rebuilt, engine now capable of 7,000 r.p.m. Probably the cleanest Terrier in existence. **£500** o.n.o. or sell less engine.—Full details on request, J. Andrews, 7 Blenheim Road, Kidlington, Oxford. Kidlington 3394, evenings.

V8 FORMULA I wanted. First-class car required. Full history, details and price.—Box 8608.

1960 REAR-ENGINED Envoy F.J., latest wishbone suspension, very much modified body, close ratio VW gearbox, practically new tyres, many successes this season. Less engine **£350.** With Martin Alexander engine **£495.** Also low loading trailer, **£20.**—Dawson, "Sheraton", Blackley Road, Elland, Yorks. Elland 3297.

WANTED.—Cooper.—See Wanted Column—F.J. or F2.

RENAULT

GORDON KING MOTORS, LTD.

The Main Renault Distributors.

All new Renaults on display now.

1962 Dauphine, 4 spd., red, one owner ... **£515**
1961 Floride conv., bronze, 11,000 miles ... **£765**
1960 Gordini, sunroof, red, several extras ... **£395**
1960 Dauphine, Ferlec clutch, blue, extras ... **£345**
1960 Dauphine, one owner, red, extras ... **£335**

and these hand-picked examples:
1961 Mixx de luxe, r. and h., one owner, blue ... **£515**
1960 Alpine, 12,000 m., tonneau, etc., white ... **£610**
1960 A40 Farina de luxe, grey and black ... **£385**
1959 Zephyr Lowline, one owner, beige ... **£415**
1959 Consul, radio, htr., blue ... **£395**
1958 A55 Cambridge, r. and h., grey/red ... **£345**
1958 A35 Estate van, heater, green ... **£235**

GORDON KING MOTORS, LTD.,

Mitcham Lane, London, S.W.16, STREATHAM 3133.
136/8 Streatham Hill, S.W.2, TEL: 01-8911 0088.
34 Acre Lane, S.W.2. BRISTON 0300.

DAUPHINE-GORDINI. "Orrible motor car. First £295. Don't muck about.—Tel.: Shrewsbury 3277.

RILEY

STRADLINGS OF NEWBURY (The Nuffield People) for Riley.—Telephone: 3181/5. Service, sales and full Nuffield export facilities.

SPECIALS

AUSTIN 7 Special for sale. Aquaplane head, lowered front and rear suspension. Aluminium body. Offers—or will separate.—Hodgson's Garage, Retford.

ADILLAC Special V8 o.h.v. engine, hydro-matic gearbox, engine can be seen running. **£50.—St. Albans 54922.**

CANNON trials car, tube frame, twin carbs, Goodyear tyres, climb anything. **£135.—Cull's Garage, Frome 2511.**

750 SUPER SABRE. Fibreglass body, hood, tonneau, l.f.s., Bowden brakes, Stage III engine just rebuilt. B.R.G. All new component parts. Completed May 1962, 5,000 miles, M.O.T., taxed.—Offers around **£190**, and enquiries, to Edge, Gill Wood, Wadhurst, Sussex. Wadhurst 278 (after 6.30).

SPORTS CARS

LOMAS TYPE "D", 1172 Formula One-Off Trophy winner, 1960. Over 20 1sts, 2nds and 3rds in one season. Give-away price, **£130.** 1959 Rochdale G.T., L.M.B. suspension, 15 ins. front wheels, **£195.** 1958 Rochdale G.T., specially lowered floor, fitted 13 ins. wheels and 4.4 rear axle. **£205.—Lomas, Knutsford, Cheshire. Knutsford 3081.**

SUNBEAM

RAPIER VRW. 507, ex-works team car, registered 1958, full rally specification and Alexander twin SU conversion, special exhaust, engine/gearbox rebuilt 1962, four-speed O/D., power braking, Koni and decarbon s/as. Dura-bands, respray late 1961, reclining seat, full instruments, woodrim wheel, auxiliary lamps. Schedule serviced, bills available. **£525.—Ring Stephenson, LANEham 4233, daytime.**

ALEXANDER

MAIN DISTRIBUTORS
for **MICROCELL**

CONTOUR 6 SEATS

THE NEW LIGHTWEIGHT SEATS.
FINISHED IN RED, BLUE, GREEN or BLACK.

Superbly finished in Vynide with centre squabs of backrest and seat finished in matching fluted Vynide.

★ **SUPERB COMFORT FOR ROAD AND TRACK £15**

Trade inquiries invited.

ALEXANDER ENGINEERING CO. LTD.
Thame Road, Haddenham, Bucks.
Tel: 345

SUNBEAM Mk. III, overdrive, 1956, superb condition. **£295.** Exchange small car.—45 Shirehall Park, London, N.W.4. HENDON 7755.

1960 SUNBEAM ALPINE. Low mileage, one owner, discs, overdrive. **£595, terms.**—Caterham Car Services Ltd., Town End, Caterham Hill, Surrey. Tel. 2381.

1959 SUNBEAM RAPIER convertible, Corinth blue with black flash and grey interior, fitted heater, screen washers and wing mirrors. A low mileage car maintained in excellent condition throughout. Taxed to April 1963. **£439.—**Brookside Motors, 102 High Street, Uxbridge, Middx. Tel. 33154.

TRAILERS

LIGHTWEIGHT trailer, specially built for Lotus XL, independent suspension, ball hitch. **£35.—**Box 8606.

RACING CAR trailers from **£45** complete.—Halsall Trailers, Ltd., Robinson Road, Newhaven. Phone 237.

TRAILERS for Karts, trials and racing cars. New and second-hand, from **£25.—**See "Engineering Services." Don Parker.

WANTED.—Trailer suitable to carry Lotus 18. —Guildford 67784, evenings.

TRIALS CARS

CANNON, built 1961 regardless of cost, mostly new parts, twin SU's, branch manifold, rev. counter, latest specification. **£275.—J. Grist, 216 Bloomfield Road, Bristol, 4.** Tel.: (day) 656819, (night) 70081.

TRIUMPH

S.A.H. ACCESSORIES LTD.,

TR2/3/4 SPECIALISTS

Complete servicing, repair and tuning, etc. Oil Cooler Kits, High Lift Camshafts, Torsion Anti-Roll Bar Kits, Glassfibre Body Parts, etc.

6d. for Catalogue.

Orders now accepted for Triumph Spitfire 4. We can supply ex stock all current models of TR4, Herald and Vitesse.

Every conceivable TR spare part in stock, 24 hours C.O.D. Spares Service.

LEIGHTON BUZZARD (BEDS) 3022.

TR3. BLACK hard top. **£25** o.n.o.—Phone: Day, GROsvenor 3384.

TR3 1956, white, hard/soft tops, radio, heater, sports, chrome grid, one owner, moderate mileage. **£365.—Pinner 0736.**

TR3A 1961. TWO-TONE, excellent. **£615.—**Armitage Motor Co., 1 Wilton Mews, S.W.1 BELGRAVIA 5112.

TR3A 1958. Famous ex-works car, every conceivable extra. **£460** o.n.o., or exchange Aston 2/4, cash adjustment.—Boulton, Fairfield, Madeley, Crewe.

Appendix 14 Tom Hawkes letter to Ed Flannery

11 Cedar Grove
Highton 3216.
Tuesday 15th.

Dear Mr Flannery,

I am afraid my memory of the various cars we built is pretty vague after all these years. I am moving from here in a few weeks time and these photos were headed for the incinerator and I'm afraid any other stuff I had has been thrown out long ago.

I cannot remember whether Whiteheads car was built with the diaphragm sections as in these photos or with tube frame. We found that the diaphragms were too rigid plus being very time consuming. The body shape was basically the same.

The car badge was the same as the overall badges I have enclosed. They were blue enamel about that color, and the kangaroo and stars and name were silver.

There was a sway bar at the front only. and the wheels were 15". At that stage 13" tyres were just becoming available but were very limited in supply. The wheels were Cooper as cast alloy wheels were only made by one foundry and at that stage there was a nine month wait.

Sorry I cant give you any more particulars but as I say my memory of those days is not too good.

Best wishes.

Paul Hawkes

Appendix 15 Martin Cowell letter 5th June 1996

TRIMSTONE GARAGE

NEW AND USED
CAR SALES

BURGHILL, HEREFORD

HR4 7RW

VEHICLE SERVICING
AND REPAIRS

Tel: Hereford 760098

5th June 1996

Dear Clark,

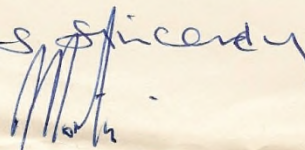
Thank you so much for the information,
photos & studs.

From what I can gather your car is the
ex-John Rhodes and mine the car driven by Brian
Gubby. The chassis numbering indicates that he started
with the first Junior Barchant as chassis no 1.

The first Type 4, your car, being chassis no 5
and mine chassis no. 7.

Apparently 3 Type 4's were completed. Another 1
was never completed but this chassis was sold to
a B.G. Lapham and raced under the name MURRAY.
What happened to this car and chassis no 6. I do
not know.

I enclose information and articles that I can
lay my hands on at the moment. I am continuing
to gather fresh information which I will pass on to
you in the future.

Yours sincerely,


Prop: MARTIN J. COWELL

VAT NO. 359 1698 09