

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 second edition is different from the first to two ways. Firstly the cars are now referred to by names as the ongoing research has proved that the 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. This path is followed as it has been found that the Sports Car and Special Builder magazine which is about the Works car states that the car then ran well at Crystal Palace. In fact the period photographs now available show that a different car was used at Crystal Palace!

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, many 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questions remaining and many of the original sources are disappearing, but we have uncovered a mountain of previously unpublished information over the years so we are hopeful that these unanswered questions will, one day, be answered.

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Background

Tom Hawkes who hailed from Geelong Victoria Australia whose family had started the first hardware business in Geelong in 1853, 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 "Tomahawks", but this was soon changed to "Competition Cars of Australia Ltd" and the cars "Auspers". The first car was completed late in 1960 and featured a rear mounted BMC engine coupled to a VW gearbox, 15 inch Cooper type mag wheels, a space frame chassis in which the driveshafts 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.

The Ausper's competition debut as the Tomahawk was made in August 1960 driven by Peter Jopp at Brands Hatch where it finished 24th. Initially the Tomahawk was fitted with a BMC engine.

Rhodesian, Gordon Littleford went to the UK in 1962 to gain overseas experience and found a job with Auspers. He took a basic salary with the promise of a new T4 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. After a heated "discussion" Gordon ended up owning a car plus a cash difference. The car had been updated and had been raced by Australian Steve Ouvaroff, the works driver in 1961. The car had never been sold and was resting peacefully from the roof of the factory. This car had several detail chassis differences to the "Whitehead" car, the lower rail of the dash panel, the rear roll over bar arrangement and a diaphragm with punched holes (see appendix 5) although the body was identical to the Whitehead car. 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 and four inches inserted in the chassis tubes (see appendix 5), 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 (See appendix 5).

The car arrived in Rhodesia late in 1963 but by this time Gordon was racing the ex Yeoman Credit Cooper Climax Type 53, so the Ausper 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 Ausper 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 Ausper with Norman Moss for a Triumph TR4. Norman only raced the Ausper a few times.

Sports/Racing car enthusiast, Dave Pinder-Brown acquired the Ausper 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 Ausper 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 Ausper found a familiar resting place, the loft above Ivan's workshop!

In June 2001, Coffs Harbour enthusiast, Dick Willis rescued the Ausper 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 Ausper 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 Type 2 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 "Type 3" 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, and a Renault gearbox which had ratios more suitable for racing although a VW gearbox was also used. 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 "presserunner" 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 car that Ouvaroff probably drove later in the 1961 season was sold to Antony "Bubbles" Horsley 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 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 Ford engine was inclined in the chassis, some at 30 degrees and others at 75 degrees, the latter having downdraught carburetors, These 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.

One of these, chassis, came 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 John Stevens of Rotherham UK. It is now suspected to have since been dismantled. John Ampt had the choice of both engine layouts and opted for the 30 degree setup, testing them both at Zandvoort his car 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.

There were more T4's built; one 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 T4's with their rubber suspension medium must have been good handlers, particularly in the wet. The car 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 restoration carried out by Paradise Motorsport of Illinois in the US in 1991. Recently it has been acquired by Grant Wilson of the UK and will be a welcome return to its country of origin, and to the ranks of Historic Formula Juniors racing there. This car is now owned by David Methley.

Another chassis was owned and raced by Martin and Jill Carter in the UK, it was a works car in 1962 driven by Brian Gubby who actually purchased it from the works and raced it in 1963, including the FJ event at Monaco. It is featured in Bernard Cowdrey's book, "Formula Junior, the Complete A-Z ". 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 T4'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 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 Rhodes 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 T4 Ausers were entered to be driven by Ampt, Gubby and Rhodes but Rhodes in fact drove an Alexis in the event. All very confusing, as it is believed that the John Rhodes car was already in Carpenters hands and painted his colours in early July 1962. Roy Pike also had his T3 entered for this event.

A final "Ausper" was built in approximately 1965 by G E Murphy who called the car a Murlap as his friend B G Lapham had bought a T4 chassis at the same time. The car is different from all the others 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.

After the demise of Ausers, 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 street gang in London and spent some time in a navy hospital in Portsmouth suffering from brain damage. 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 the Ausper enterprise. 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 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 three distant continents, dedicated to the preservation of the remaining Auspers 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 handler. 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 Lotuses, Brabhams 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" (100ml) for Steve Ouvaroff who was well over six feet tall.

Ausper Timeline

The following is a 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

The Jopp 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 used a BMC engine in his previous car.

The car is not seen or mentioned again.

The Whitehead car.

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 T202.

To race on the 1st January 1961 the car would have been shipped from the UK some weeks previously probably late October early November.

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 Jopp car and the Whitehead car look externally similar.

The Whitehead car appeared at the same time as the Tomahawk disappeared so it is probably the same car.

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 appendix 5).

The car had stressed diaphragms as stated by Mike Wesson (see appendix 5).

As also 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. Later photos show Stephen Ouvaroff sitting lower in a car with a roll hoop which Dick Willis states from research was fitted when Gordon Littleford bought the car. The car is probable the prototype T3 as mentioned by Alan Putt.

The Production chassis

Alan Putt states two T2 chassis were made one going to Australia.

Alan Putt states two T3 chassis were made in addition to the prototype.

Alan Baker states there were chassis lying around but version mentioned.

There is no history for any production T2 chassis if the probability of the Jopp car becoming the Whitehead car is accepted.

These two chassis appear to be an earlier design than the T3 chassis and body as the rear top chassis rails are V shaped and the body is the T2 style.

Assuming these two chassis were stressed chassis then there is a probability these two chassis in time became the Pike car and the Murlap car.

There is no history, pictures or documentation for these chassis other than as the Pike and the Murlap - Murphy cars for these chassis.

1961

The Works car T3

This is the car now with Vernon Williamson.

The car is shown in Motor Clubman & Special Builder of June 1961 page 32 and in Autosport 15th December 1961 page 818.

In both these articles it is easy to see the later side fixings, rear diaphragm and rear top chassis rails which are a feature and unique to this car (see appendix 6).

The car had problems when tested for Motor Clubman & Special Builder of June 1961 page 32 in mid May 1961.

From period photographs it appears this car was not used at Crystal Palace on the 22nd May 1960 despite what is stated in Motor Clubman & Special Builder of June 1961 page 32.

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 did not race until Silverstone 8th July 1961 with Peter Jopp driving.

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 (shown in Motor Clubman & Special Builder of June 1961) and fitting of an Mk4 Hewland gearbox in place of the VW gearbox used at the time. 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.

This is probably the production T3 mentioned in Alan Putt's history.

1962

The Pike car

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.

T4 Chassis

There were 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 T4 car was built 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.

1st T4 Chassis

Stamped chassis 405

2nd T4 Chassis

3rd T4 Chassis

Stamped chassis 407

4th T4 Chassis - Murlap

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

Competition Cars of Australia Ltd ceased to trade during (September?) 1962 and the cars were advertised on 30th November 1962 in Autosport page 768. The advert is for a car with a 75 degree engine, and a car with a 30 degree engine and a chassis body unit - but we do not know not which chassis body unit this is (i.e. is it a T2, T2.5, T3, T4 or the T3 prototype).

1965

The Murphy car - Murlap

This car like the Murlap Lapham T4 was built in 1965 according to notes made by DCPR.

DCPR has stated that the two Murlaps were built from Ausper parts sold by Chequered Flag who obtained the parts from the receivers.

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 chassis is similar to the Pike chassis and the body is obviously of the original T2 style being similar to the early bodies.

DCPR has supplied a picture of the Murlap at Brands Hatch on the 17th April 1966 with a climax engine and from then on there is photographic evidence to prove the history through to 2006.

The car history agrees with the information provided by Robert Gibson the owner after G E Murphy and the FIA papers.

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 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?) the remains of CCoA. The probability is DCPR is correct and the cars were built from parts as F3 Murlaps. The other difference is that the Willis car would appear not to be the Jopp car as the Jopp and Whitehead car are probably the same car the only car without the stressed diaphragms. Mike Wesson is clear the Willis car had a stress chassis making it post the Jopp (Tomahawk) and Whitehead cars.

Appendixes

Appendix 1 Alan Putt's History

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 Gunkach, 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 carburetors 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.

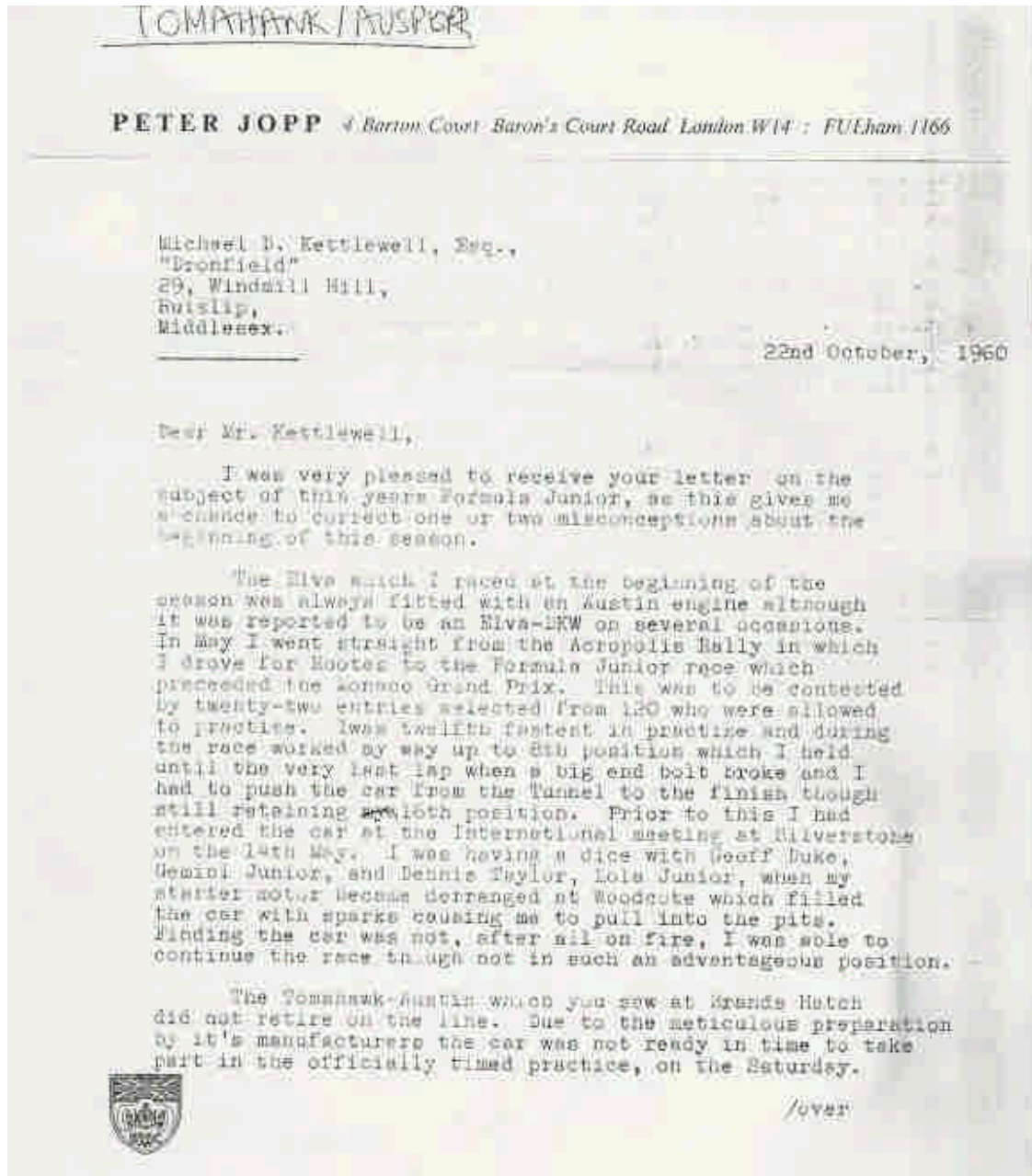
The engine was again a Ford based unit but it was mounted inclined to the right by seventy-five degrees. This gave almost vertically inclined carburettor intakes and the exhaust crossed the engine bay at a high level to leave the car above suspension height.

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 Pott

Appendix 2 Peter Jopp letter 1960



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 Gyrett who hailed 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. Unfortunately 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.

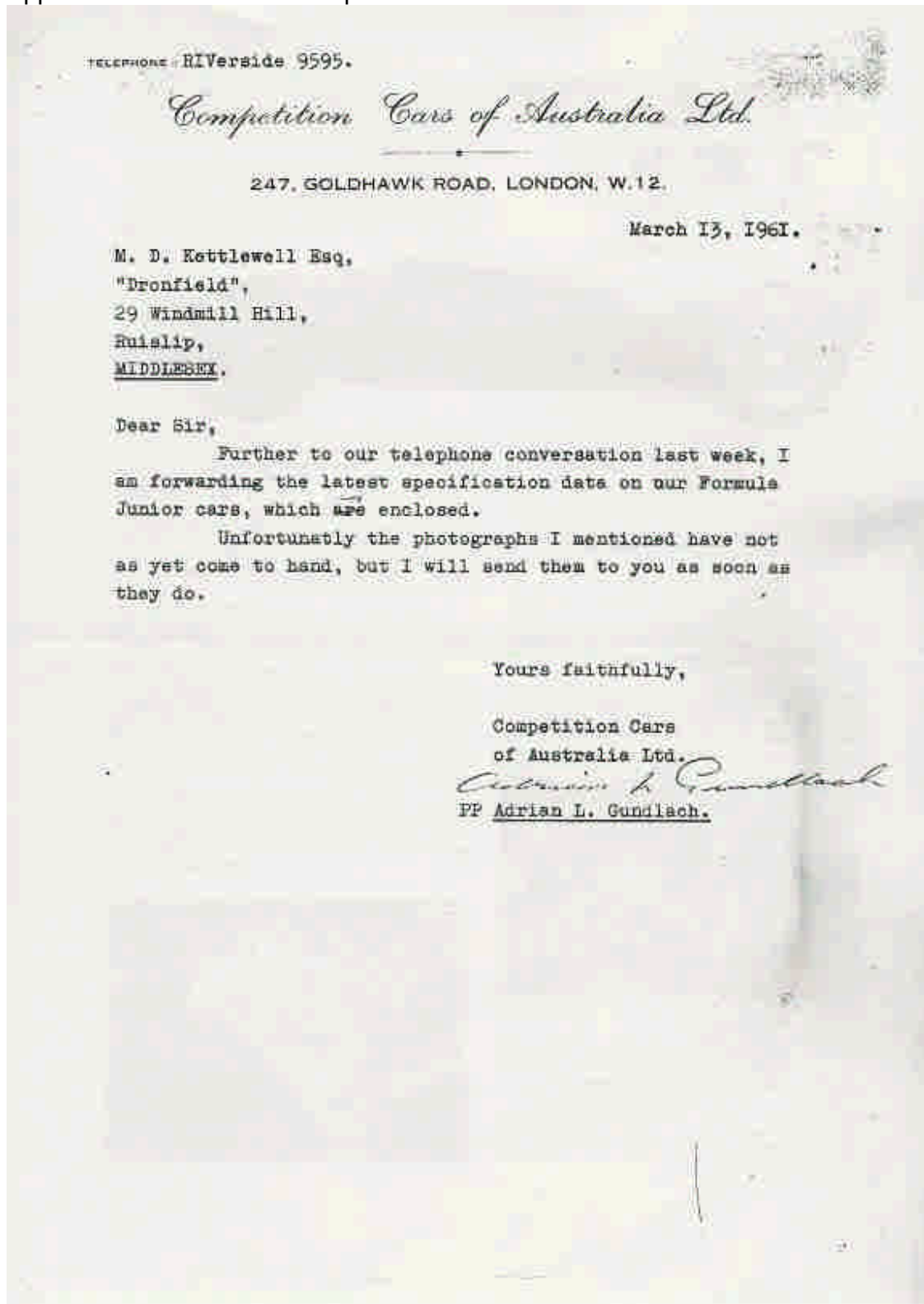
You are correct in saying that the car is one that has been built by the Australian, Tom Hawkes, which fact gives the car its name and it is his intention to make his cars the "Holla Hayzer" of Formula Junior. He is now going into limited production and plans to complete twenty five Formula Junior and 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. Tomhawk when he said that he intended to adapt some of these parts.

Yours sincerely,



Peter Jopp.

Appendix 3 CCoA letter and specification for T3



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 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 drus 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.

S U S P E N S I O N .

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

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

BRAKES. Pinne 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 fascia 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 Company's 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 53½" 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 :-

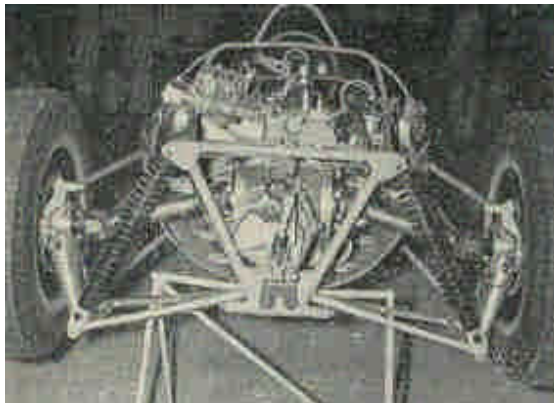
£ 1,600. complete ready to race (Export orders only).

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 The Whitehead car distinguishing marks



The Whitehead car from Cars Illustrated January 1961 page 223



Cars Illustrated January 1961 page 223

- a) No top rear link

New Juniors



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

Designer of the Tamabank Junior, Australian Tony Howd, is shown seated in the car, left, at its first appearance at Brands Hatch on 18 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 Tamabank, lower left, is similar to the Lotus Junior.

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



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MOTOR RACING

The Jopp car from Motor Racing December 1960

Appendix 5 The Willis car distinguishing marks

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 excuse. Ausper by the way is short for Australian Performance Cars.

Funny story about them, at Cliff's yard was a guy known as County Stephen Ouvaroff, claimed to be a genuine Count, but we were not sure about that, one thing I am sure about is he was seven feet 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 it's 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."

Photographic identification



Dick Willis 2004

- a) Chassis cut behind front diaphragm where it was extended by 4"



Dick Willis 2006

- b) Still only just visible the body join behind front diaphragm where the chassis was extended by 4"



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



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 probably in the "Works Car" who finished 26th)



Crystal Palace 2nd September 1961 Stephen Ouvaroff (No rear top link or just the angle of the picture?)



Snetterton 30th September 1961 from Autosport 6th October 1961



Snetterton 8th October 1961 from Autosport 13th October 1961

c) The follow through for the Willis car as driven by Stephen Ouvaroff

Vernon M Williamson

20 November 2005 22:55:28

To:	Vernon M Williamson <vwm@nyays.demon.co.uk>
Subject:	Fw: Ausper no.1, Wesson Littleford Willi
From:	Duncan Babagliati <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 Willis has, was sold to me by Gordon Littleford as an unuse pile of bits when he returned to Rhodesia in 1962/3. Chassis, body (raw alloy), seat, lanks, wishbones, radiator, rear uprights & unmachined wheels.
It had a pressed steel scuttle much as did the Lotus 16. 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 1600cc motor (re-sleeved 1200 with Carrero rods & Glasini crank) was the first engine fitted to that chassis (making it the first Ausper Formula 1). Though it was only raced in Rhodesia & Mozambique. There were no chassis plates or numbers.
I will try & dig out some pics (which I did forward to Dick Willis).
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.

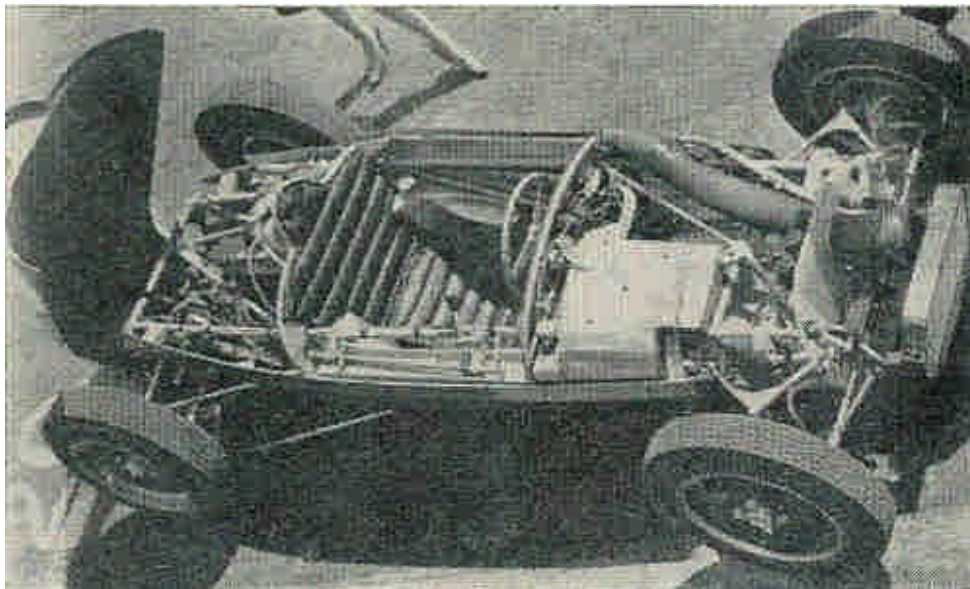
Regards
Mike Wesson
027 21 4486153 (Cape Town)

d) Email re Willis car from Mike Wesson

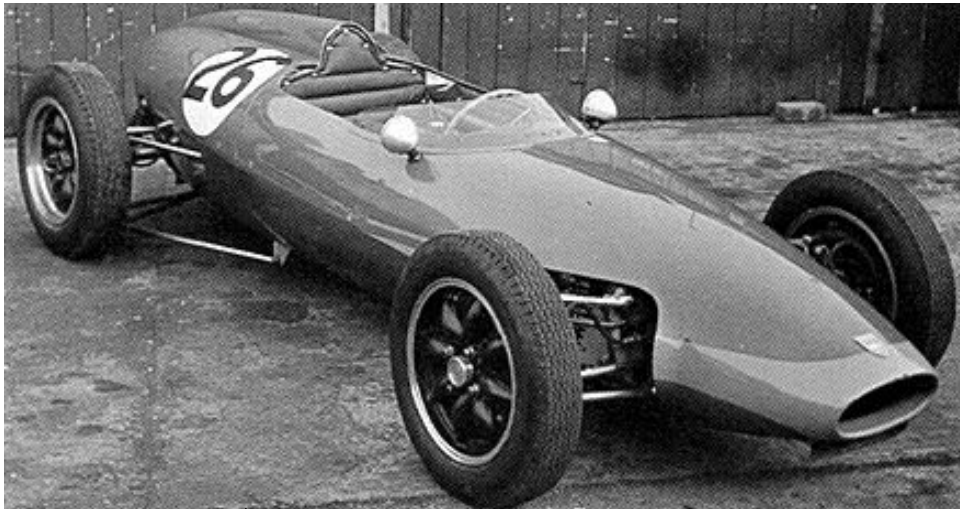
Appendix 6 The Works car distinguishing marks



Motor Clubman and Special Builder March 1961 page 32



Motor Clubman and Special Builder March 1961 page 32 (with top link).



Autosport 15th December 1961 page 818 (with top link & 3 fasteners)

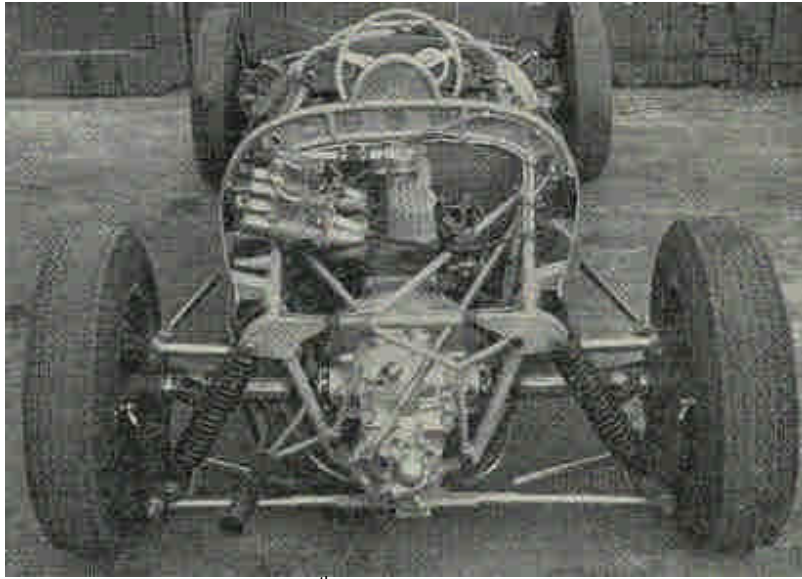


Antony "Bubbles" Horsley 2nd May 1964 at Silverstone (with top link & 3 fasteners)



2006 Vernon Williamson (with top link & 3 fasteners)

- a) Front body is retained by 3 Dzus fasteners each side (one hidden behind the offside front tyre) and a front duct is fitted.



Autosport 15th December 1961 page 818



2006 Vernon Williamson

- b) Rear diaphragm has vertical braces and the ear top chassis tubes are horizontal and to the inside of the diaphragm.

Vernon M Williamson

13 December 2004 09:11:40

To:	Milt Brown <apolibm1t@aol.com>, Vernon M Williamson <omw@byways.demon.co.uk>
Subject:	FW: ausper
From:	Duncan Sabagliati <dsabagliati@blueyonder.co.uk>
Date:	13 December 2004 08:25:05

For information

DCPR

— Original Message —

From: Katharine Pike

To: dsabagliati@blueyonder.co.uk

Sent: Sunday, December 05, 2004 1:37 PM

Subject: ausper

Dear Duncan,

I am sorry that I have taken so long to answer your questions but this is a new experience for Kate and I. The Ausper that I raced in 1962 was a new car that I completed myself, cost £1000. I started out with a one litre engine for a few races and then received the new Cosworth 1100. I never had any mechanical failures and finished the season with all the bits that I started with. The Outcroff T3 was still there and was sold to Bubbles. I shipped my Ausper to California and sold it to a friend, Bill Webb. He won the Pacific Coast FJ championship with it in 1963 and I last saw it in late 1964 when he was installing a Buick V8 engine. He lived in the Bay Area. The T4 I drove twice both times breaking a half shaft in practice. The first time at Goodwood and then at Brands Hatch when Peter Harper, Gemini MK 1V, and I occupied the same bit of road at Sillings and he ended up over the bank scattering the marshals I drove back to the pits and retired. I understand that my FJ BMC was of Monaco. I can not believe that it would have survived. My first FJ MG I sold to Phil Washburn in Oakland, his claim to fame seems to be cutting a Chevy V8 in half. My MG engine was installed more or less on its side with downdraft Solex carburetors from a Porsche and I created a night port head by braising in round tubes. The dry sump system I made was never very satisfactory but this was late 1959/60. I wrote a letter to Milt Brown but no reply. e-mail address: kateandroy@pikums.wanadoo.co.uk

Best regards,

Roy Pike

c) Roy Pike email to DCPR

Appendix 7 The Murphy car "Murlap" distinguishing marks



Murlap at Brands Hatch 17th April 1966



Marv Primack 2005

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



Murlap at Brands Hatch 17th April 1966 (Note gearbox)



Picture of Murlap from Peter Denty during rebuild in 1977



Picture of Pike car from Brad Balles 2006

- b) Rear diaphragm has angled vertical braces the rear top chassis tubes are angled and come from the outer edge of the diaphragm the front suspension wishbones are near level with the bottom shock absorber mounting above the bottom wishbone and cockpit is wider (approx 3"). It can be seen the two chassis Pike and Murlap are the nearly identical with the rev counter offset to the right.

Appendix 8 Ausper's in Magazines

The Jopp Car

Motor Racing December 1960 Page 424
Autosport 30th December 1960 Page 924

The Whitehead car

Cars Illustrated January 1961 Page 222
Australian Motorsport April 1961 Page 136

The Works car

Motor Clubman & Special Builder June 1961 Page 32
Autosport 15th December 1961 Page 818

The Willis car

Autosport 6th October 1961 Page 467
Autosport 13th October 1961 Page 513
Sports Car World February 1962 Page 8
Classis & Sports Cars August 2004 Page 30

The Pike car

Autosport 25th January 1963 Page 120
Road & Track June 1966 Page 42

The Murphy car - Murlap

Autosport 26th October 1978 Page 47
Autosport 9th November 1978 Page 10

T4 Cars

Motor 3rd January 1962 Page 876
Autosport 5th January 1962 Page 16
Motor Racing February 1962 Page 53
Sporting Motorist March 1962 Page 118
Autocar 4th May 1962 Page 738
Autosport 1st June 1962 Page 790
Autosport 13th July 1962 Page 41
Autosport 30th November 1962 Page 768
Autosport 28th July 1967 Page 177 (F3 car new body)

F1 Ausper

Motor Racing February 1962 Page 53

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 Jopp car



16th October 1960 at Brands Hatch



Autosport 30th December 1960

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

1960 Probably became the Whitehead car

The Whitehead Car



1960 at CCoA

1960 Probably was the Jopp car (Tomahawk)

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

19?? Peter Larnar of Victoria Australia in part exchange for a Rennmax

1968 Sold to Ed. Flannery, Victoria

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

The Willis car



Now 2006



Mike Wesson

1961 Probably the T3 prototype works entry driven by Steve Ouvaroff. Laid aside and dismantled during 1962 season

1963 Given incomplete plus cash to Gordon Littleford

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

1965 Sold to Norman Moss, raced in Rhodesia

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, Australia

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

The Works Car



1961 at CCoA



1964 at Silverstone



Now 2006

1961 Works entry

1962 Not used per Roy Pike email to DCPR

1964 Antony "Bubbles" Horsley per Roy Pike email to DCPR

1965 For Sale

1967 Roger Porteous Jersey

19?? R Roach Jersey

1976 Alan Dix Jersey

1985 Rodney Tolhurst, 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



1962 - Crystal Palace



Now 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. This car probably uses one of the two production chassis

1963 Sold William Webb, Arizona, USA. West Coast FJ races

1965 Wrecked in serious accident, rebuilt as a USA Formula A car with a Ford V8 engine destroked to 3 litres and a Colotti Box. Won USA West Coast Championship in 1966

1966 Irv Dickson, USA

19?? Bud Ehrlich, USA built as the Grizzly Torque Special and won the Pacific division Formula A Crown in 19

19?? Rich Nelson USA

19?? Mike Blackle, USA

19?? Brad Balles, USA in storage until 1978. Dramatically changed in appearance from a T3 Ausper and currently being rebuilt in Texas to its Formula A format

T4 The T405 Car



John Rhodes at Silverstone 1962



Peter Carpenter at Modena July 1962



Grant Wilson 2004

Draft

1962 Works car with 75 degree engine driven by John Rhodes as works car and won at Brands Hatch

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

1981 Sold to John Kiner, Ohio

1988 Sold to Frank Mayer, Colorado

1989 Sold to Clark Hine, New York in dismantled condition, 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

T4 The T407 Car



Brian Gubby



Paddy Alfrey at Brands Hatch 28th November 1965



John Fossey sand racing in Jersey



Martin Carter 2005

Draft

1962 Works car driven by Brian Gubby, 30 degree engine.

1963 Bought by B.Gubby, raced Monaco FJ event

1964 Paddy Alfrey

1966 Mr Leslie

1967 Mike Weston, Alfa engine.

1972 Tom Maguire, sand raced & hillclimbed, 4.7 litre Ford V8 engine!

19?? John Wooley,

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

19?? Stan Pinglout 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

2002 Sold to Martin and Jill Carter, restoration completed, Raced in Historic
events, 2002/3. Hewland g/b

2006 Sold to Roger Woodbridge UK

The Murlap car - Lapham



Murlap - Lapham 1965



Murlap - Lapham 1965

Draft

1965 B G Lapham bought from D & A Shells and then built as a Murlap - Lapham with a new fibreglass body and coil suspension and 75 degree engine. Murlap was short for MURphy and LAPham

1966 Probably 11th November Autosport for sale £495, 15BHP Ford engine also other car Murlap - Murphy?

1967 Probably the F3 car advertised for sale new body, no engine suitable for Formula Ford 28th July 1967 Autosport by Butt of Ripley??

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

1968 onwards no history probably dismantled

Could be part of the Gubby Alfrey car??

The Murlap car - Murphy



Then 1966



Mike Littlewood 1978



Marv Primack 2005

1965 Bought from D & A Shells by G E Murphy and built as a Murlap - Murphy with a 1500 climax engine. Murlap was short for MURphy and LAPham. This car probably uses one of the two Production chassis. Pictures show car as dark with stripes.

1966 Probably - 11th November Autosport for sale ex Arundel (?) wide rim mag wheels, 9 races from new with climax engine £500. Also second works car ford engine Murlap - Lapham? Phone number Ripley Surrey.

1967 R G H Gibson raced at Oulton Park in various colours bought in Send Surrey 2.4 miles from Ripley Surrey. Bought paint green with yellow stripes.

1967 Autosport for Sale Ausper 395 pounds with Climax engine.

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

1968 Thomas Williams raced at Oulton Park 14th September 1968 1098cc Climax motor coloured bronze

19?? Mr Smith raced in Monoposto

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

Asper race results

Roy Pike	99	Daily Herald Trophy Silverstone	28-Oct-62	10th	DNV	Formula 2 web	T3	Driver
Brian Gubby	15	LVBRAC Meeting Goodwood	26-Oct-62	DNV	DNV	Formula 2 web	T4	Team Concorde
John Arpt	1	Winton GC	06-Dec-62	1st & 1st	DNV	Formula 2 web	T4	Driver
Brian Gubby	31	John Davy Trophy Brands Hatch	26-Dec-62	DNV	DNV	Formula 2 web	T4	Driver
P Carpenter	32	John Davy Trophy Brands Hatch	26-Dec-62	DNV	DNV	Formula 2 web	T4	Driver
John Arpt	35	Golden Park Victoria	24-Feb-63	Not known	Not known	Australian F2 racing	T4	Driver
Leure Whitehead	17	Golden Park Victoria	24-Feb-63	Not known	Not known	Australian F2 racing	T2	T202 Janine Motors
John Arpt	31	Sanborne Victoria	11-Mar-63	1st	1st	Australian F2 racing	T4	Driver
Max Paterson	33	Sanborne Victoria	11-Mar-63	Not known	Not known	Australian F2 racing	T2	T202 Driver
William Webb	NA	Tasica Adelaide	20-Mar-63	Finished 10th	Finished 10th	R D Wills & DR		
William Webb	NA	Tasica Adelaide	31-Mar-63	Finished 7th	Finished 7th	R D Wills & DR		
Brian Gubby	12	BRSCC Malory Park	15-Apr-63	DNV	DNV	Formula 2 web	T4	Team Concorde
William Webb	NA	Don Muir	27-Apr-63	Finished 6th	Finished 6th	R D Wills		
William Webb	NA	Don Muir	28-Apr-63	Finished 3rd	Finished 3rd	R D Wills		
Brian Gubby	20	BRSCC Malory Park	02-Jun-63	7th	7th	Formula 2 web	T4	Driver
Brian Gubby	81	Grand Prix de Monaco - Junior	23-May-63	10th heat 1 & finished 10th	10th heat 1 & finished 10th	Formula 2 web	T4	Driver
Brian Gubby	88	V Coupe de Monaco Rouen	23-Jun-63	DNV	DNV	Formula 2 web	T4	Driver
Brian Gubby	32	V Coupe de Monaco (Rouen-Luxury) Rates	30-Jun-63	Qualified 24th/Finished 10th	Qualified 24th/Finished 10th	Formula 2 web	T4	Driver
Tony "Dubbles" Hensley	17	Malory Park	05-Mar-64	8th	8th	F2 Register	T3	Driver
Tony "Dubbles" Hensley	1	Goodwood F3	14-Mar-64	DNF crashed on 3rd	DNF crashed on 3rd	F2 Register	T3	Driver
Tony "Dubbles" Hensley	35	Croft F3	21-Mar-64	8th	8th	F2 Register	T3	Driver
Tony "Dubbles" Hensley	73	Avon 2000 F3	18-Apr-64	DNV	DNV	F2 Register	T3	Driver
Tony "Dubbles" Hensley	3	Daily Express Trophy Silverstone F3	03-May-64	10th	10th	Formula 2 web	T3	Driver
Tony "Dubbles" Hensley	128	Schloer Detank F2	14-Jun-64	Started 10th & finished 6th	Started 10th & finished 6th	Formula 2 web	T3	Driver
Tony "Dubbles" Hensley	NA	Canada F3	21-Jun-64	Heat 2 - 8th Place - DNF	Heat 2 - 8th Place - DNF	Formula 2 web	T3	Driver
Tony "Dubbles" Hensley	95	Monza F3	29-Jun-64	DNF	DNF	Formula 2 web	T3	Driver
Tony "Dubbles" Hensley	35	Knockin F3	09-Jul-64	DNF	DNF	Formula 2 web	T3	Road Runner Team
Heddy	32	Scarleton	30-Aug-64	10th	10th	Formula 2 web	T3	Driver
Tony "Dubbles" Hensley	NA	Wurzburg F3	13-Sep-64	Started 14th & finished 14th	Started 14th & finished 14th	Formula 2 web	T3	Driver
Tony "Dubbles" Hensley	49	Montlhéry F3	20-Sep-64	DNF fuel 14th	DNF fuel 14th	Formula 2 web	T3	Driver
Tony "Dubbles" Hensley	47	Nürburgring F3	27-Sep-64	Started 22nd & DNF	Started 22nd & DNF	Formula 2 web	T3	Driver
Tony "Dubbles" Hensley	20	Nürburgring F3	04-Oct-64	DNV	DNV	Formula 2 web	T3	California racing
William Webb	12	Revesby	11-Oct-64	39th (Bank VR 3000cc)	39th (Bank VR 3000cc)	Formula 2 web	T3	Paterson
Paddy Sibley	163	Silverstone	11-Sep-65	10th	10th	Formula 2 web	T4	The Tony Sibley
Paddy Sibley	184	St Andrews Cup Brands Hatch	21-Oct-65	10th	10th	Formula 2 web	T4	Driver
Paddy Sibley	25	Lambank Trophy Brands Hatch	26-Oct-65	10th	10th	Formula 2 web	T4	Driver
Mike Wallace	NA	Rhodesian GP Karstad	04-Dec-66	DNF	DNF	South African web racing	T3	Driver
Paddy Sibley	17	Lee Leaton Champ Brands Hatch	06-Mar-66	8th	8th	Formula 2 web	T4	Driver
Paddy Sibley	19	Lee Leaton Champ Malory Park	15-Mar-66	7th	7th	Formula 2 web	T4	Driver
Paddy Sibley	22	Lee Leaton Champ Malory Park	26-Apr-66	DNF	DNF	Formula 2 web	T4	Driver
Mike Wallace	NA	Rhodesian GP Karstad	07-May-67	DNF (no 23 engine later)	DNF (no 23 engine later)	South African racing	T3	Driver
Don Hill	NA	Carabinieri Western Australia	07-May-67	Western Australia Racing Car Championship 2nd	Western Australia Racing Car Championship 2nd		T2	T202 Driver
Bert Suddock	NA	Dorington	31-Jul-62	Not known	Not known	Program for award & S Wilkinson email	T3	
Bert Suddock	NA	Dorington	11-Aug-62	Not known	Not known	Program for award & S Wilkinson email	T3	
Stev Francis	81	Goodwood	17 / 19-Sep-69	Not known	Not known	Photographs VSCDA	T3	John Farris
Marvin Pincock	16	Elkhart Lake Vintage Festival	26-Sep-69	Finished 6th	Finished 6th		T3	Driver
Marvin Pincock	16	Gordon Raceway XV Grand Prix	19-Aug-01	Race report DNF	Race report DNF	VSCDA	T3	Driver
Marvin Pincock	81	Edelbeck Sprint	1-Aug-02	Not known	Not known	2002 DVRA VSCDA	T3	Driver
Marvin Pincock	74	Gordon Raceway XV Grand Prix	18-Aug-02	7th in race	7th in race		T3	Driver

Revised 27th December 2006