

Following a familiar script pursued by other aspiring race drivers of the '50s, Aussie Garrie Clifford Cooper's auto racing career sent him down the path of race car constructor, too. But unlike many of his peers whose dreams ended up short, Cooper built nearly 250 "Elfin" race cars (a name selected to avoid confusion with the other "Cooper" (John) until his untimely death in 1982—a feat which elevated him to the Southern Hemisphere's most prolific race car constructor of all time.

In addition to competing successfully, Cooper's real forte was engineering winning machinery, beginning with his first race car in 1958, the "Streamliner," which segued into producing F-Jrs, Formula Fords and thundering F5000 chariots.

It was a very successful 24-year run that resulted in numerous championships.

In the early '60s, this 950lb sports racer was designed and built as well. Based on a wider and stronger version of his F-Jr tube frame, and despite an "out-of-the-box" win in Mallala, Australia (the SR was formally named "Mallala" only after that victory), only five Mallalas were constructed.

Shairon Beale's chassis S4618 represents the last Mallala built and historically, the first race car exported from Australia. Purchased initially by South African, Henry Le Roux, he was clocked at an impressive 153mph

and a fourth-place finish in the Rand 12-Hour contest in '64 (Kyalami Circuit, S.A.). The car had continued success while exchanging hands several more times and then put out to pasture.

Luckily, S4618 was found in a S.A. chicken coop, returned to its birthplace and was restored. Shairon bought it in 2001 and today it's the only Mallala in the U.S. Shairon, an Aussie herself, notes the Mallala "is a car that offers little feedback and keeps you on your toes." With the Lotus Twin Cam's 198hp, her plans this season are to "really master" one of the prettiest sports racers ever built. 🍀

