

**Dick Willis HSRCA Registrar,**  
**PO Box 280, Coffs Harbour. NSW. 2450.**  
Ph. 02 66522099, 0427 400158, [willisrg@smartchat.net.au](mailto:willisrg@smartchat.net.au)

Easter Mallala was as usual the friendly “country style” meeting on a circuit well suited to JKL vehicles, 17 lined up for qualifying with Bob Schapel carrying forward his recent good form in setting pole and going on to win all 3 scratch races with his best race lap being in the 1.25’s. Close behind was Brian Simpson in Derry Greeneklee’s Mk 9 Cooper 1100 then Shane Bowden in the PRAD Holden sports. Contenders for the next spot were Rod McMullin from Qld in the V8 Special, now running on all 8 after his recent problems at Wakefield in February where a dud battery proved to be the cause of his trouble, John Ashwell from Northern NSW on his first visit to Mallala soon became a contender with Buckle GT, while further back the MG boys, Terry White, Chris Farrell, Adrian Brooks and Bill Schapel were enjoying the action with Adrian winning one handicap and Terry the other. After making the long trip from Coffs Harbour Mike Gosbell was very disappointed to be taken out in the second corner of the first race after qualifying a promising fourth, the immaculate little Cooper Junior sustaining sufficient damage to prevent further participation in the meeting. David (QLD) Reid was very happy to have finished most of his races in the little Duck Anderson 500 Special which was making its maiden appearance after a lengthy restoration by the Shearers.

Many of the NSW crew went to Wakefield on April 11<sup>th</sup> for NSW GEAR where there were over 80 competitors including a great array of Lotus Elites organised by Elite guru Brian Caldersmith. I took the Stewart MG anxious to try out the latest mods which included a locked diff which wasn’t nearly as bad as I had expected but as is often the case with The Wheeler Fortune I had to make an early exit after just one event when the gearbox developed a nasty noise later diagnosed as a damaged tooth on the front gear of the cluster, just as well to quit early rather than risk further damage.

The preceding evening at the Trappers Motel was the scene for a testimonial dinner for Paul Samuels who is gravely ill and it too was organised most capably by Brian Caldersmith. Competitors and friends from both Paul’s early days of competition in the fifties to the Historic era were in attendance and paid many tributes to Paul’s contribution to motoring and motor sports for over 50 years. A few of Paul’s most notable achievements include founding the Rolls Royce owners club in the 1950’s, inaugural president of the HSRCA in 1981 ( was it? ) the building of Wakefield Park circuit which opened in 1994 and of course, his achievements in his favourite racing car, the Lotus Fifteen which he also campaigned overseas on several occasions.

A “new” group K car shortly to join our ranks is the Riley special of David Shannon, it features a supercharged 1 ½ litre Riley engine with mechanicals by Greg Snape and a lovely alloy body by Terry Cornelius. I believe David Reid's Faux Pas is undergoing some serious mods to its Repco Holden motor in readiness for Winton and events later in the year.

I could do worse than to repeat the words of our President, David Medley, from the April HSRCA Newsletter-----

”The issue of race entry numbers from our Certificate of Description vehicles ( covering Groups J,K,L.M.O.P.Q.and R ) is becoming a worry as our analysis would indicate that there has been a severe reduction in the number of entries from these categories over the last few years. This is mainly in Group J, K and L at Eastern Creek and less so at Wakefield Park and the reverse for Group Q and R with good numbers at EC but down to seven entries at Wakefield. Groups M and O are exceptional at the Tasman meetings but fall off at other meetings whilst Formula Juniors seem very strong when they receive their own race. FFord and Fvee are continuing to strengthen and the professionalism of the Fvee Association is a lesson for most other categories.

All competitors in these areas need to think how to get the cars out on the circuit as the smaller number of entries received increases the difficulty of the promoting clubs to arrange fields in which they can run. Eventually there comes the day when economically the promoter will not arrange races for particular categories at certain circuits where history indicated prior poor entry levels. This in turn will reduce the usage of cars in that particular category and reduce the current pricing of the cars and lead eventually to the demise of the Group.

It is up to the owners in each Group to instil some enthusiasm and desire to race these cars or find new owners who are prepared to do so, otherwise the cars will sit in garages and rot away like in the period prior to Historic Racing commencing. The Registrars cannot achieve this by themselves, they need people to become activists and not sit passively around and complain about the state of affairs.”

Prophetic words indeed from our President who asked me to get an indication from prospective JKL entrants for our Eastern Creek meeting on June 30/July 1.

**If you are intending to enter would you please email me ASAP !**

Coming up in May are the Morgan Park Historics on May 12/13 and then Historic Winton on May 26/27, two events not to be missed.

Keep our September date in mind, Sept 22/23, where as well as our usual JKL events and in response to many requests we are having a feature race for JK cars with an appropriate trophy to be presented to the winner, this is an ideal opportunity for JK competitors to showcase their group.

Good Racing, Dick Willis.