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The least said about our Eastern Creek meeting on June30/July 1 the better, with a meager entry anyway some last minute withdrawals caused the JKL races to be cancelled leaving the remaining enthusiastic entrants with 3 alternatives, run in M & O if their cars were quick enough, run in Regularity or have a refund of entry fee. John Medley and I chose the former, John trying in vain to improve from his rear of field position and I in the Cooper being humbled by the superior handling, braking and power of the O cars. Jim Elphick, Warwick McBean and Richards Longes, who had entered his T35 Bugatti, ran in Regularity while the remainder we hope will join us on another occasion but altogether a rather disgusting state of affairs which I hope will never be repeated as the management of the HSRCA are keen to maintain races for JKL cars provided of course that a viable field can be presented.

By contrast, the Queensland Historic meeting at Morgan Park on July 14/15 was a breath of sweet country air, now I know I have sung the praises of these meetings many times before but I really must implore more of our southern friends to make the trip to Warwick to really get some enjoyment from the racing and the ambiance, even our president was impressed! Big plans and incentives are already afoot to attract more JKL entrants to next year's event so stay tuned.

In our races as well as seven Vees and nine Group M racing cars, mostly Juniors, we had the usual two invited M sports cars of Warwick McBean and Peter Cohen, two black supercharged Group J cars, the Lea Francis Special of Warren Webb and the Amilcar AC of Andrew Wilson who won the coveted Charles Whatmore trophy in the feature race. In Lb racing we had Mike Gosbell in the Cooper T52, James Elphick in the Gazelle and Yours Truly in the Nota Major, in Lb sports we had David Bruce in the WRM, Peter Yeomans in the Lotus Eleven and John Ashwell in the Buckle which seems to be going better than ever these days but was unfortunately to suffer a massive engine blowup in the slowdown lap of the final race. After the leading five M cars the Nota Major was generally the best of the rest although the Buckle got in front in one race.

Final race on the Saturday was a handicap, it was last race of the afternoon and by that time rain had set in and probably about half of the entrants elected not to start. The Vees didn't seem to mind the conditions too much and unsurprisingly one was a runaway winner. But the highlight for us from our vantage point near the end of the long front straight was watching the wet weather antics of many competitors in the other groups trying to negotiate the quick right hander, fortunately the runoff area there is quite adequate ! Our final race of the weekend saw the aforementioned field combined with Formula Fords, a somewhat diverse field of 35 cars and I am pleased to report that, contrary to the expectations of many particularly at the recent Eastern Creek meeting, there were no "incidents" that I am aware of and only the last 8 cars were lapped in the five lap race.

Overall and for a variety of reasons this was undoubtedly the most pleasant race meeting I have had privilege of competing in for some time.

Now to other business, entries for the VHRR Winton long track Festival of Speed meeting on August 11 & 12 close in just a few days on July 22, now I realise many leave it to the last minute to enter but I should point out that as is the Winton custom these days it is run under AASA however cars must conform to the normal CAMS Fifth Category regulations complete with C of D etc.

Our next HSRCA race meeting is at Wakefield Park on Sept 22/23 and as I have previously advised, JKL are the featured group of the meeting so we are expecting a good attendance of those cars at that meeting. Of particular note is the Sunday morning 10 lap feature race for JK cars with a special trophy donated by the HSRCA. We are also hoping to attract some extra entries by again featuring a series of JKL Regularity events and the entry forms which will soon be sent out will also include some extra incentives which will ensure that this is an event not to be missed.

Of interest perhaps to only a few is the commemoration on Sept 9<sup>th</sup> of the 50<sup>th</sup> anniversary of the fatal accident involving John Hough in his Cooper Maserati at Lowood. The Hough family and Neil McLeod of the nearby Lockrose museum are in charge of preparations and further details can be obtained from Neil at 0401 196400, [lhmuseum@hotmail.com](mailto:lhmuseum@hotmail.com)

Sept 9<sup>th</sup> also marks the Fiftieth Anniversary of my first race meeting also at Lowood where I ran my Green Humpy Holden without any great success, I might add, but better days were to come.

Just out and on the HSRCA website is Ed Holly's Group M and O newsletter, the whole massive 55 pages of it containing much information of interest not only to M & O but to JKL competitors too. It is a massive production by Ed and certainly puts my meager four pages into insignificance but I hope my successor next year will have the ability to match Ed's efforts and so give JKL the exposure it so richly deserves.

One point mentioned in there by Ed is the quandary of how best to grid cars for our races, by qualifying times, progressive grids or progressive lap times.

The latter were trialled in the M and O races at the recent Eastern Creek meeting in which I participated but although I had initially favoured the latter I now believe on further reflection that progressive grids are the way to go. I welcome any JKL competitor's comments so I can pass them on to our race secretary and hopefully we can employ the most favourable method at our forthcoming Wakefield meeting.

A car which is soon to make its reappearance in competition after an absence of almost 50 years is the first Glyn Scott Holden Special, John Devitt of Warwick has had it for some time and has gradually been piecing it back together and has entered it for the Leyburn Sprints next month. Although not as sophisticated as the Glynn Scott Repco Holden owned for many years by Ian McDonald in Victoria this car nevertheless features a Repco headed Holden motor fuelled by one side draft Weber carb, a Jag gearbox and a novel independent rear suspension with Holden lower wishbones and a top transverse leaf. I saw it at Warwick a few months ago and since then John has obviously been busy so we look forward to the reappearance of this significant car.

Another “car” which has just changed hands is the MG TB Special originally raced pre war and in the immediate post war period by John Nind.

It was entered in five AGP's and numerous other events in that period and was eventually converted to a sports car before succumbing to the sad state it now finds itself in. Undeterred the new owner, whose name appears at the heading of this newsletter, hopes to have it running in time for the 37<sup>th</sup> Historic Winton next year but there is much work ahead. Meanwhile the Dodge Special I mentioned last newsletter is still awaiting a new owner who has just \$25,000 to invest in this nicely built special which would make an ideal GEAR/Regularity/Sprint car, call me for more details.

Also awaiting new owners are Barry Naylor's two cars, Sabrina and the Group Q Rennmax, the latter with a Ford Twin Cam and FT200 gearbox, trailer and a huge array of spares, all this for the giveaway price of just \$40,000. Probably of more interest to JKL people is Sabrina, to reiterate it is a Group L sportscar powered by a supercharged Healey Six motor capable of a low 13secs quarter mile, it has a full known and continuous history and comes with a pile of spares including body moulds and a trailer all for the greatly reduced price of \$50,000. Barry can be contacted on 0412 282452 or [bjnaylor@bigpond.com](mailto:bjnaylor@bigpond.com)

For Sale by Lloyd Muller, ph. 0412 468415 or 07 46834248; 2 MG TCs. Car 1, has been used for racing on many of the east coast circuits

**Engine** ; recently rebuilt and totally balanced with new steel billet crank and racing conrods, new pistons, camshaft and cam followers, lightened flywheel, MG B clutch and much more.

**Diff** ; special diff setup with heavy bias limited slip and with TC housing.

**Suspension** ; specially set up negative camber and front anti roll bar and Koni shocks.

**Interior** ; complete set of gauges, bucket seats, d/s racing harness,

**Colour** ; Yellow with tan trim, **PRICE ; \$34,900.**

Car 2, This car is an older restoration, body and chassis in very good condition, won its class in the MG Car Club Concourse in 2008, a very reliable and useable club rally car.

Cycle front guards, light alloy half bonnet with leather strap, complete original bonnet available, also available is original Shorrock long shaft supercharger, car is in very good condition, black with green trim. **PRICE ; \$34,900.**

Looking further ahead is our Tasman Revival event at Eastern Creek on 23/24/25 November. Naturally M and O racing cars are the feature but we are looking for support from JKL and I understand some significant cars are coming from overseas, including Rod Jolley with his Lister “Monzapolis” Jaguar so we need some of our quick cars to enter to uphold the Aussie honour and ensure he doesn't have things all his own way,

That's all for now, Good Racing,

Dick Willis.