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NOTAS CLEAN UP AT WAKEFIELD PARK!

Blame John Medley, he told me to use this headline as Notas won four of the five JKL races at Wakefield Park on Sept 22/23, John won the Sunday morning handicap in his Nota BMC FJ while I won the three scratch races I started in with the Nota Major, a car I bought to have some mid field fun with, never dreaming it would ever be capable of winning a race. The remaining scratch race on Sunday afternoon should have gone to Mal Reid in the PRAD who experienced gearbox problems in qualifying which necessitated removal and dismantling the complex transaxle assembly and replacing a synchro hub, which he was fortunate enough to be able to locate, the job being finally completed in time for that final race. Starting from the rear of the grid he made his way to the front setting the fastest JKL lap of the weekend in 1.13.8169 but was forced to retire with just one lap to go when the gearbox gremlins set in again, sometimes its just not your weekend but if its any consolation I believe he could have won all the scratch races, maybe next time !

Mal's retirement left Graeme Raper in the lead in the car ironically once owned by Mal Reid. Graeme, on his first visit to Wakefield Park had been going very well in the style that won him the Driver of the Meeting award at Winton this year and had been battling for runner up position in the previous three scratch races with Paul Armstrong in the For Sale Jewitt Repco Holden GT, I can't work out why someone hasn't bought this car as it is a very quick car at a third of the price of another Repco Holden powered LB Sports Car currently for sale. The final score was, G. Raper, a 1st, 2x3rds and a 4th, P. Armstrong, 3 x2nds and a 4th. Meanwhile Brian Simpson in Derry Greeneklee's Mk 9 Cooper JAP 1100 had been working his way forward from a lowly qualifying position of 21st, thankfully the progressive grid system being employed was working in his favour. With a tenth and a third in the Saturday races he found himself in the lead of the Sunday ten lap feature race which he should have won, only to throw it away with an off track excursion leaving the Nota Major to take the chequered flag first.

After having all sorts of problems in trying to get his Nota to run at all, let alone properly John Medley finally got it all sorted out in time for the Sunday morning handicap which he won very convincingly from Derry Greeneklee himself in his Cooper JAP Mk6 500 while Brian Simpson refrained from passing the boss to take third position in a race where the next group of 9 finishers were covered by a mere 3 seconds.

With a good entry of some 33 entrants in JKL racing we were bound to have some retirements and unfortunately the first came during Friday practice when Alan Telfer from Queensland in the 4700cc Joe Gardner Offy broke the gearbox output shaft putting him out of action which was a great shame we were looking forward to seeing this impressive car in action, Alan had come armed with 80 litres of methanol to cope with the massive thirst of its huge four cylinder Offy engine, at least it made a wonderful noise

while it was running. Andrew Halliday with the Waye 500 was out after the first Saturday race when the magneto drive case fell apart. It was however good to see the impressive lineup of air cooled cars, apart from the aforementioned Greeneklee cars we had the two Cooper MkIV's of John Gale and Garry Simkin, reunited again after arriving in Australia together in November 1950. Garry became involved in some fascinating dices with Melbourne engine guru Peter Lerner who was driving Roger Ealand's Gemini front engined Ford powered Formula Junior and having his first race for many years and until starting in Sunday's handicap, had never run in a handicap event. With both cars being of similar engine capacity but with entirely different characteristics both from the engine, chassis and tyres it was interesting that both cars were so closely matched.

Paul Trevethan was driving Greg Smith's rapid MG Holden Special but was handicapped by initially having a heap of dried out methanol jelly clogging up the carbs, remember, if your car runs on methanol you need to flush it all out with petrol before putting the car away. Wes Dayton's neat little TC Special developed an appetite for fuel pumps devouring three over the weekend possibly due to an electrical problem. Percy Hunter had to pull out with a lack of oil pressure and Jim Elphick had problems with his Gazelle's wheels. The feature race was red flagged at around half distance when Chris Farrell's TC caught fire, fortunately the damage wasn't too serious and the race regripped and completed the remaining laps. We were expecting some close competition for the title of quickest Group K car of the weekend between the Ford V8 specials of Graeme Raper and Rod McMullin but despite Rod finishing close behind in Saturday's races he was unable to reproduce the pace which had enabled him to hold the Group K class record of 1.15.62 which then fell to Graeme Raper with an excellent 1.15.6053. Pity our South Australian friends weren't in attendance to add to the Group K action.

As well as our JKL races we also had a series of JKL Regularities so as well as having 5 races JKL racing competitors could also run in the 5 Regularities however not all elected to do this. This gave some interesting drivers the opportunity to run, Rex Robinson in the Sulman Singer, excited to have his first drive on a circuit for 46 years, Frank Cuttell in Mal Reid's PRAD but he didn't get much of a run because of the PRAD's gearbox woes, Charlie Smith in the Nota Major, Bruce Richardson in the Nota Minx who had rocker arm trouble, Barry Bates in the Lister Jag Replica, David Reid in the C Type Replica, Mal Brewster in the Holden powered HDL, Louise Raper in the SoCal, Chris Dingle in the Lotus Eleven bodied Sprite, Jim Rooke in the Volante Ford and then there was my pick for Car of the Meeting, the Riley 'Donington' Special of David and Michael Shannon, built with a lot of assistance from Greg Snape (mechanical) and Terry Cornelius (body) it not only looked the part but went very well too, well worth a look. Many thanks to the HSRCA for their support for this weekend, it is greatly appreciated by those competing and we hope to do it all again at this meeting in 2013.

WE WERE FIRST ! The FOSC had the pleasure of organising the first race meeting at the new South circuit at Sydney Motorsport Park, formerly Eastern Creek. New circuits are rare these days so we thought we should participate in this one day meeting on September 29th, a week after Wakefield. We had wondered just how the new circuit would fit into the Eastern Creek layout but briefly a new pit complex and a small

paddock area has been built adjacent to the short straight between turns four and five, the circuit then continues in an anti clockwise direction but instead of proceeding over "Corporate Hill" it turns right then through a series of esses before plunging downhill to an unnecessarily sharp hairpin then winds its way upwards again before emerging on the approach to the previous turn 9 then some more esses see it back in front of the pit area, a distance of 1.9 km, all very busy and not much time to look in the mirrors.

The actual grid positions are marked out on the slope around the old turn five with the start line on the crest approaching the next corner. Sensibly our races were started with rolling starts Indian file which obviously avoided the calamity which would have prevailed with the sloping starting grid.

As the event was run under a AASA permit there was a mix of familiar Historic cars and some we don't usually see, for example after qualifying the grid positions were ; First, Brad Morrin, Matich SR4B, then Paul Madden, Elwyn F.Ford ; Ray Kenny, Thompson Lola ; Les Wright, Dalro Jag ; Graeme Snape, Zephyr Special ; Syd Reinhardt, TC Special ; Dick Willis, Gladiator : John Medley, Nota FJ : Doug Anderson, Elfin Catalina : Mal Brewster, HDL Holden : Paul Armstrong, Jewitt : Barry Bates, Lister Jag : Brian Lear, Elfin Peugeot : Ian Cameron, Mowog Special ; Matt Snape, Amilcar Special : Brian Parkinson, Harris Special : Rees McKay, Riley and Lisa Tobin-Smith, Ford V8 Special. This was pretty much the finishing order except that Syd Reinhardt, John Medley and Paul Armstrong withdrew for various reasons, notable was Brian Parkinson having his maiden outing in the ex Paul Kenny Harris Special, a car that has been very familiar to HSRCA competitors.

My post event impressions; probably the Gladiator wasn't the ideal car to run there being rather bulky and not that good under brakes as three very heavy applications per lap are required, most of the circuit was completed in third gear with second being required for the hairpin. This circuit should overcome the fears of those who believe the Eastern Creek main circuit is too fast for their cars. Next time I think I would opt for my Formula Junior which would be much easier to navigate around all the tight stuff, nice to have a choice isn't it.

Full credit to Charles Jardine and FOOSC for their efforts in getting behind this new venue, I believe they will be conducting more of these one day events in the future.

FOR SALE, The Jack Evans MG TC Special, 1947/64

Run by Jack Evans and Noel Anderson's business, Sportscar Spares this car put up some extraordinary performances at NSW circuits in the early 1960s. Class winner NSW Sports car Tourist Trophy, Outright winner at Catalina Park, Oran Park and Towac. Fitted with 8" wide rear rims and twin Weber 45DCOE's in 1964

Placed second at Warwick Farm on March 25th, 1965, sports cars 1500-2000 ccs
Now in that form with Historic log book and Group M C of D, runs invitation Lb.
Only owners have been Jack Evans and Peter Lubrano, maintained by Phil Speer.
Ready to race and entered for Tasman Revival meeting November 2012.
Contact Peter Lubrano, 0405 991336. Price \$40,000.

Did anyone else notice that Henry Walker's Nalla Holden was advertised in the last Oily Rag at the greatly reduced price of \$45,000, a bargain in the waiting if ever there was one

John Davies of WA has been looking for a Cooper Climax for some time and has finally clinched a deal on one in the UK, a Type 45 similar to that recently purchased by John Rowe of WA, it is chassis number 11 of 1958 and is expected to arrive in November probably too late for the WA 1962 AGP commemorations on November 9/10/11. John's well known Austin Healey has consequently been reduced in price to \$35,000, his phone number if you are interested is 0407 940797.

Entries for our HSRCA Tasman Revival meeting on November 23/24/25 at Eastern Creek close later in October, this is one event you wouldn't want to miss at it features all the "proper" cars rather than the usual "Formula Historic" cars we see so much of .

Further ahead, the VHRR are organising a Grey Holden motor specials feature at their Winton Long Track meeting in August next year so keep this in mind if you have a Grey.

Finally, my next project is a book on JKL cars, particularly Australian Specials, I have already spoken to many of you to include your cars in it but if I haven't, and you think your car is worthy of inclusion send me a brief history and a good pic of it. That way you will be assured the car's story is accurately recorded as I am sure you wouldn't want me to compile it with the information from my files which may be inaccurate as has happened in some previous publications.

I hope I haven't forgotten anything I've been asked to include, **Regards, Dick.**